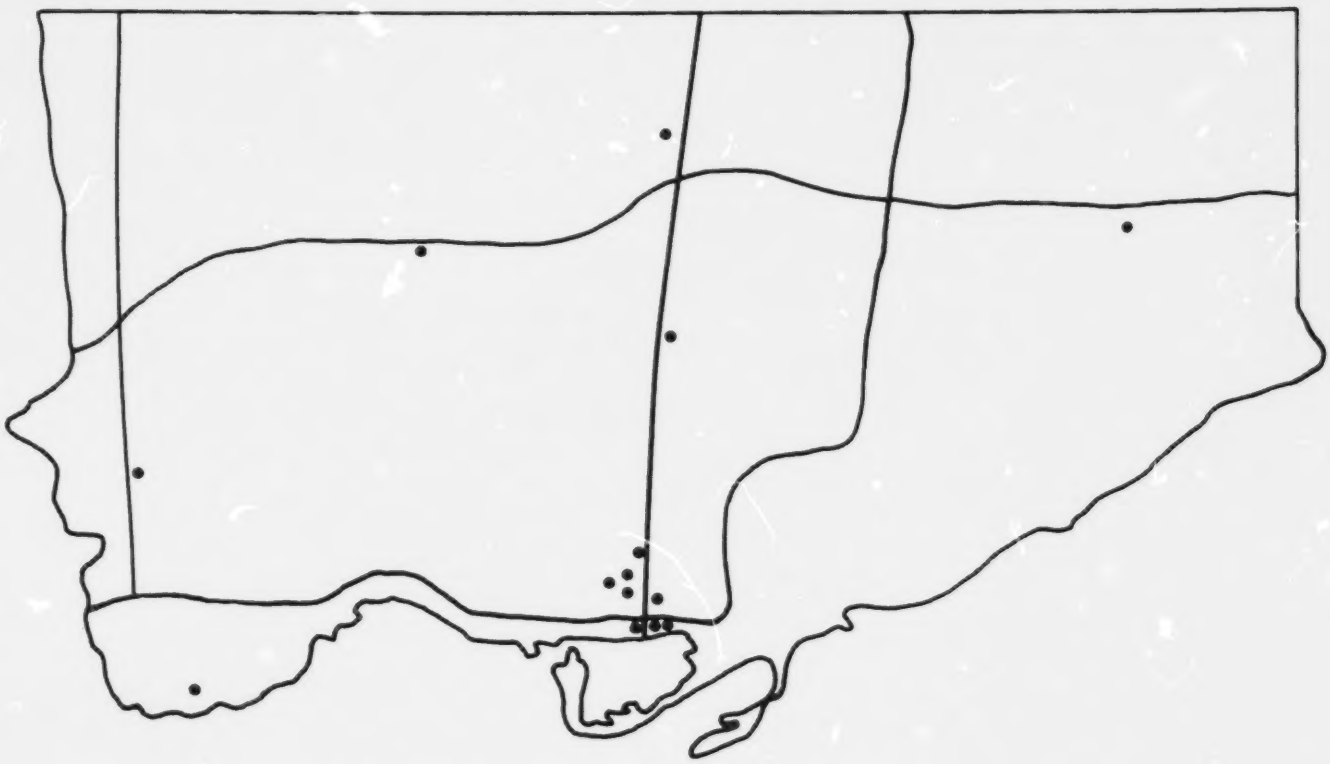
METRO TORONTO PROPERTY REVIEW



REPORT THREE
TORONTO PROPERTIES

Prepared for the Ministry of Government Services
September 1987

Comay Planning Consultants **N. Barry Lyon Consultants**
Sears & Russell Consultants **David Jackson Planning Consultants**

METROPOLITAN TORONTO PROPERTY REVIEW

REPORT THREE

TORONTO PROPERTIES

Table of Contents

BASIS FOR PROPOSALS	1
90 HARBOUR STREET	4
70 LOMBARD STREET	6
145 QUEEN STREET WEST	7
CHESTNUT/ARMOURY	9
2195 YONGE STREET	10
EAST OF BAY	12
IMPLEMENTATION	17

APPENDIX 1: Draft Zoning/Official Plan Applications
APPENDIX 2: Traffic Analysis

METROPOLITAN TORONTO PROPERTY REVIEW
REPORT THREE
TORONTO PROPERTIES

The report on the Toronto properties comprises proposed development concepts for the following sites:

90 Harbour Street
70 Lombard Street
145 Queen Street West
Armoury/Chestnut
East of Bay Properties
2195 Yonge Street

(The other Toronto properties, the LCBO and OPP sites at East Bayfront, are dealt with in Report Four.)

The development concepts set out the basic physical characteristics and requirements for the proposed development of these properties. They are intended to facilitate internal review within the government, and to provide a basis for proceeding with specific development applications on individual properties, as appropriate.

BASIS FOR PROPOSALS

The proposed Toronto concepts derive in the first instance from the comprehensive proposal package that was reviewed over a period of months with the local authorities, through an ad hoc "Working Group" composed of municipal political representatives and planning officials. They were based on the "package approach" discussed in Report One, and employed the following principles:

i) That the normal definition of "public benefit" used for density bonusing in Toronto would be expanded to include matters uniquely within the capacity of the provincial government: the provision of sites for social housing and the allocation of social housing program funds for these sites; the provision of facilities for courtrooms and tribunals; and the retention of the Old City Hall as an operating building providing public services and facilities.

ii) That the normal geographic range for transfer of commercial and residential density entitlements would be extended to include the entire provincial property portfolio in the area between Queen's Park and the waterfront.

Through these principles, the proposed package provided for commercial densities to be assigned to the two prime downtown sites - 145 Queen and 90 Harbour - on the basis of the following: social housing sites and allocations at East of Bay, 70 Lombard Street and 2195 Yonge Street; residential/commercial transfer with East of Bay; and the establishment of court facilities at Chestnut/Armoury and ABC's at Old City Hall. The essence of the package approach was: that East of Bay, the courthouse property and Old City Hall would serve to generate commercial rights for Queen Street and Harbour Street.

While the principle of a package approach was more or less acceptable to the Working Group, it was not evident that the specific details would receive adequate support. The best appreciation that could be secured was that a unified City position was unlikely to materialize and that the critical commercial densities envisaged for Queen Street and Harbour Street would have to be secured on their own merits rather than through an overall package transaction. It was also apparent that the municipal planners tended to see East of Bay as being something of a provincial "contribution" to a particular planning dogma; instead of treating these properties in a manner consistent with the emerging Bay Street high-density residential corridor, or even in the more limited fashion employed by MTPR in its package approach, the East of Bay properties would be kept well below a reasonable density expectation, and treated in accordance with a particular design

philosophy that would impair the most effective commercial and residential redevelopment of the Bay Street frontage.

From this assessment of the municipal situation, it has been concluded that the package approach is not likely to achieve its objectives and that it would be more appropriate to deal with each of the properties on its own merits. The proposed development concepts that are recommended here derive largely from a "site-by-site" approach, rather than the package approach that was pursued earlier.

The proposed development concepts are detailed in the drawings which follow.

90 HARBOUR STREET

Program

Mixed use development responding to strong market for commercial office and luxury residential space. Commercial office building and condominium apartment building, with ground floor retail space and podium parking. Requires rezoning and Part II Official Plan, from FSI 3.5 to 7, consistent with adjacent World Trade Centre development; may require provision of 30% social housing equivalent at suitable off-site location. Alternative program for two office buildings and ground floor retail, also requiring rezoning and Official Plan change, more problematic because of requirement to arrange residential density transfer (FSI=2) with qualifying commercial donor site.

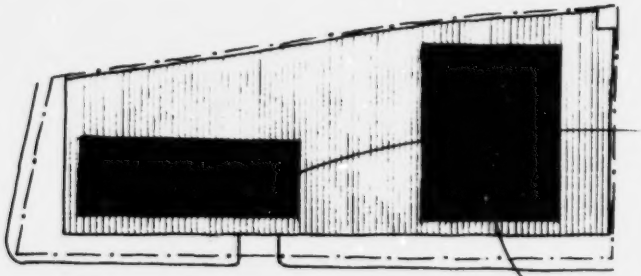
	(A) Recommended Program	(B) Alternative Program
Commercial office building	485,000 s.f.	400,000 s.f.
Commercial office building	--	300,000 s.f.
Condominium apartments	215,000 s.f.	--
Ground floor retail	50,000 s.f.	50,000 s.f.
	750,000 s.f. (FSI=7.0)	750,000 s.f. (FSI=7.0)

Specifications

- East office building: 25 storeys (Scheme A) 21 storeys (Scheme B
- West office building: 16 storeys (Scheme B)
- Apartment building: 19 storeys (Scheme A)
- Parking: 700 spaces (3 above-grade levels)

Requirements

- Landscaped podium deck
- Vehicular access restricted to Harbour Street
- Apartment building (Scheme A) oriented to optimize view corridor over York Street slip and maximize distance from expressway structure
- Above-grade parking (water-table limitations) to be operated by Toronto Parking Authority to qualify for density exemption; good market for public parking in excess of by-law requirement.



PLAN AT PODIUM LEVEL

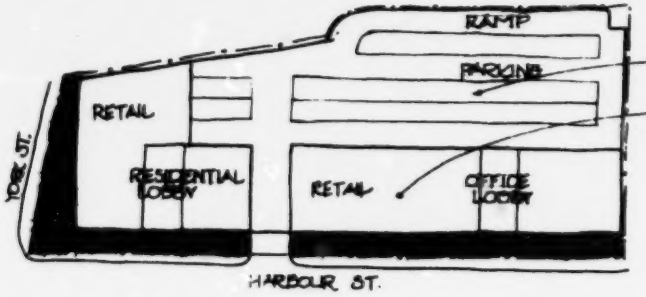
SCHEME A

RESIDENTIAL BUILDING
215,000 S.F.
CONDOMINIUMS 215 UNITS
18 FLOORS @ 12 UNITS/FLR.
1 FLOOR COMMON AREA
FLOOR PLATE 70' x 172'

OFFICE BUILDING
455,000 S.F.
24 FLOORS @ 20,000 S.F./FLOOR
FLOOR PLATE 125' x 160'

PARKING
130 CARS @ GRADE
570 CARS - 2 LEVELS
700 CARS TOTAL

RETAIL
50,000 S.F.
1 FLOOR @ GRADE

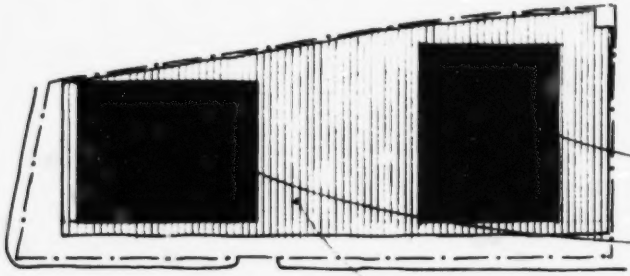


PLAN AT GRADE

N

90 Harbour Street
DEVELOPMENT CONCEPT

0 10 20 40m
0 50 100 200'
MTPR
SEPT 1987



PLAN AT PODIUM

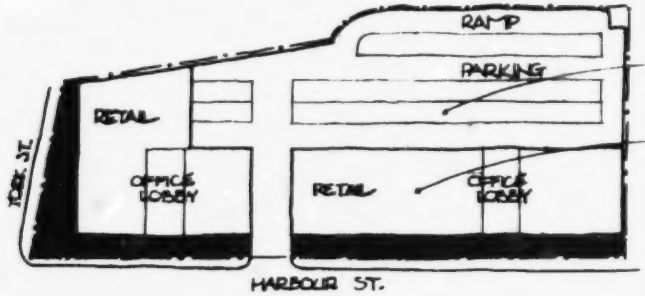
SCHEME B

OFFICE BUILDINGS

EAST BUILDING 400,000 S.F.
20 FLOORS @ 20,000 S.F./FLR.
FLOORPLATE 125' x 160'

WEST BUILDING 300,000 S.F.
15 FLOORS @ 20,000 S.F./FLR.
FLOORPLATE 125' x 160'

LANDSCAPE DECK OVER PARKING



PLAN AT GRADE

PARKING

190 CARS @ GRADE
510 CARS - 2 LEVELS
700 CARS TOTAL

RETAIL

50,000 S.F.
1 FLOOR @ GRADE

N

90 Harbour Street

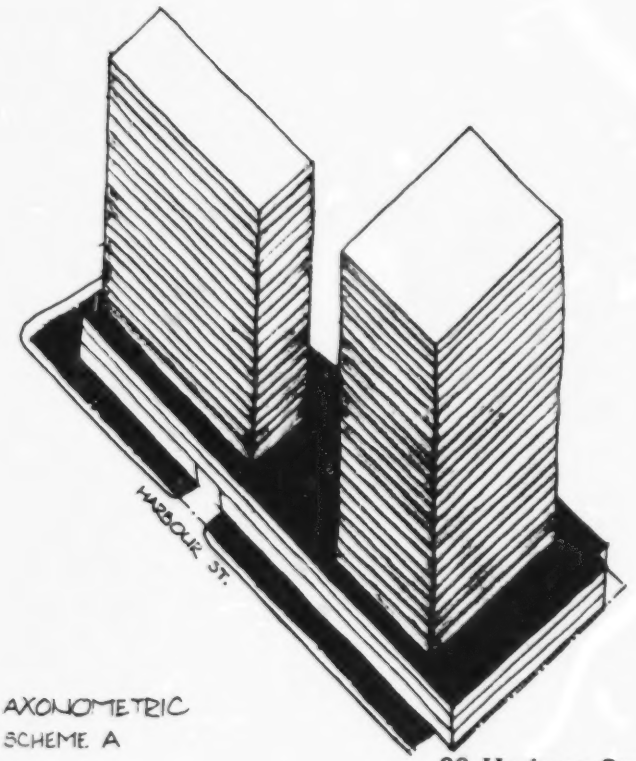
DEVELOPMENT CONCEPT

0 10 20 30m

MTPR

0 50 100 200'

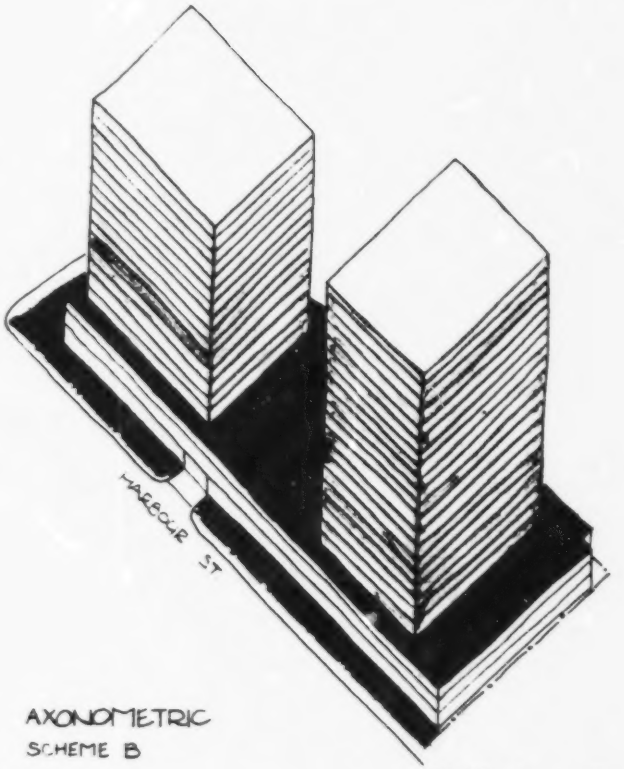
SEPT 1987



AXONOMETRIC
SCHEME A

90 Harbour Street
DEVELOPMENT CONCEPT

0 10 25 50m
MTPR
0 50 100 200'
SEPT 1987



AXONOMETRIC
SCHEME B

90 Harbour Street
DEVELOPMENT CONCEPT

0 10 25 50m
MTPR
0 50 100 200'
SEPT 1987

70 LOMBARD STREET

Program

Cooperative housing development within existing zoning limits. Presence of newly constructed condominium building on east lot line predisposes against any proposal requiring rezoning or exceeding 9-storey height of the neighbouring building. If City proceeds with general Official Plan change allowing 25% assisted housing bonus for this area, developer (Labour Council Development Foundation) may choose to apply for indicated site rezoning.

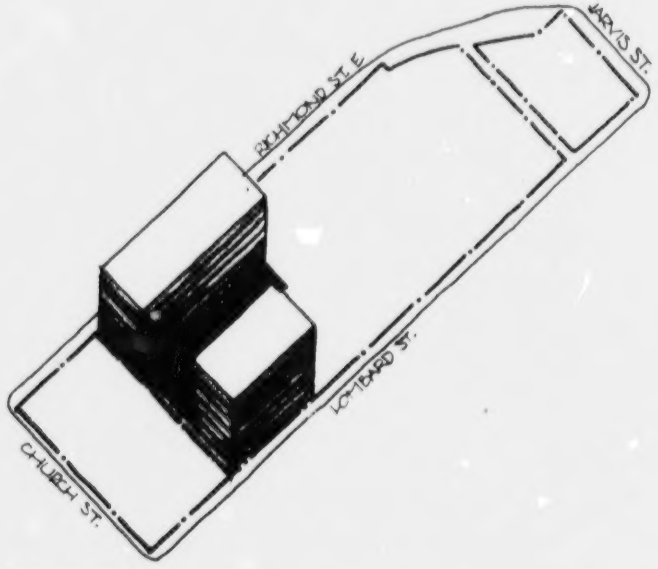
	(A) Recommended Program	(B) Alternative Program
Cooperative apartment buildings	112,000 s.f. (102 units) (FSI=4.8)	140,000 s.f. (126 units) (FSI=6.0)

Specifications

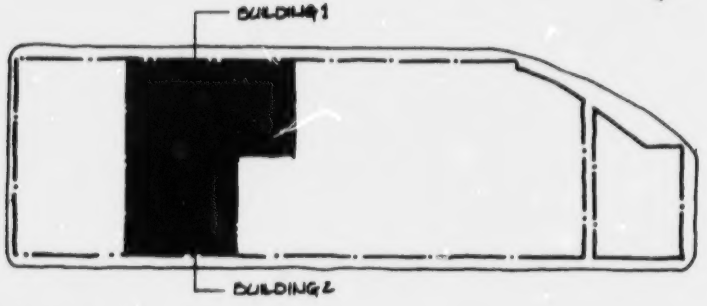
- o South building (Lombard): 7 storeys (Scheme A)
9 storeys (Scheme B)
- o North building (Richmond): 7 storeys (Scheme A)
8 storeys (Scheme B)
- o Parking: 51 spaces, grade level and underground (A)
63 spaces, grade level and underground (B)

Requirements

- o Court-level landscaped deck (8,000 sq.ft.) between buildings
- o Buildings to street line
- o North-south mid-block pedestrian walkway at west lot line



AXONOMETRIC



SITE PLAN

N

SCHEME A

CO-OP HOUSING 102 UNITS

BUILDING 1
6 FLOORS @ 10 UNITS/FLOOR = 60 UNITS
1 FLOOR COMMON AREA
FLOORPLATE 70' x 150'

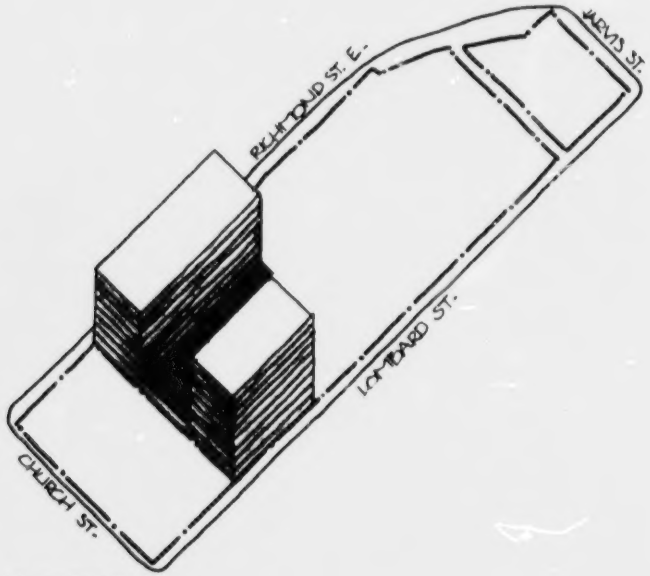
BUILDING 2
6 FLOORS @ 7 UNITS/FLOOR = 42 UNITS
1 FLOOR COMMON AREA
FLOORPLATE 70' x 100

PARKING
51 CARS (INDOORS)

70 Lombard Street

DEVELOPMENT CONCEPT

MTPR



AXONOMETRIC

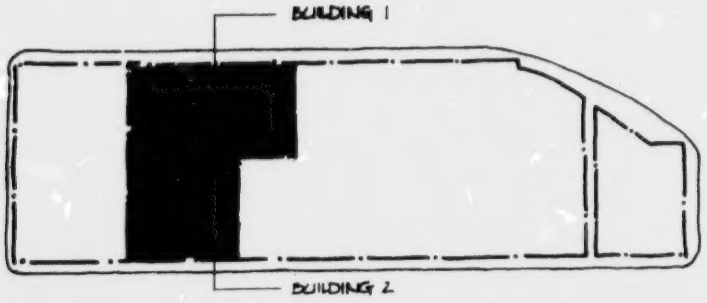
SCHEME B

CO-OP HOUSING 126 UNITS

BUILDING 1
7 FLOORS @ 10 UNITS/FLR = 70 UNITS
1 FLOOR COMMON AREA
FLOORPLATE 70' x 150'

BUILDING 2
8 FLOORS @ 7 UNITS/FLR = 56 UNITS
1 FLOOR COMMON AREA
FLOORPLATE 70' x 100'

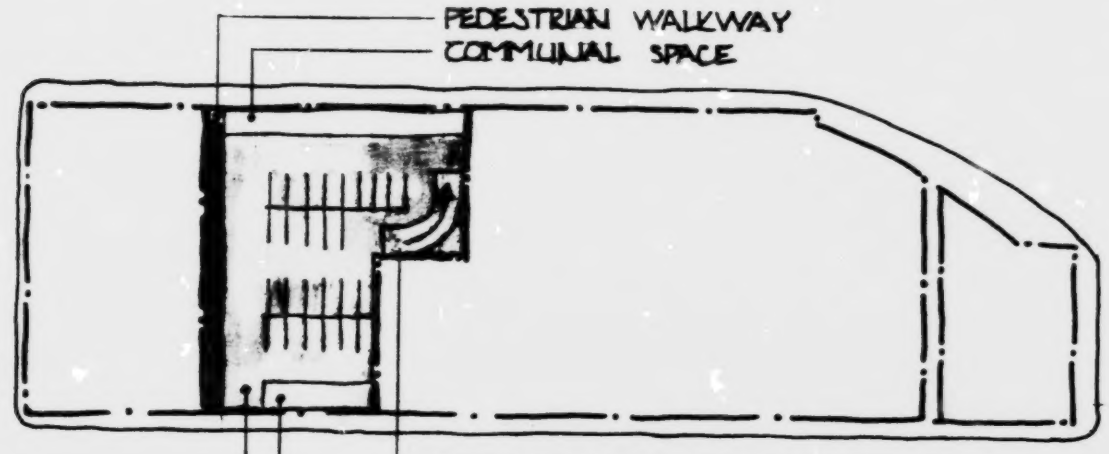
PARKING
69 CARS (INDOOR)



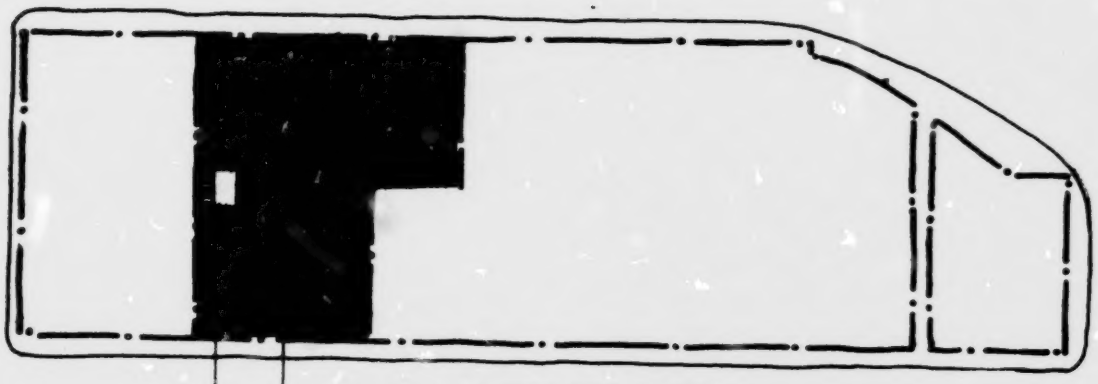
SITE PLAN

70 Lombard Street
DEVELOPMENT CONCEPT

MTPR



PLAN AT GRADE
SCHEME A&B



PLAN AT COURT LEVEL
SCHEME A&B

70 Lombard Street

DEVELOPMENT CONCEPT

0 10 25 50m

MTPR

0 50 100 200'

SEPT 1987

145 QUEEN STREET WEST

Program

Commercial/government office development, responding to very strong commercial market and government accommodation needs. One commercial tower, one government tower, with ground-level and sub-grade retail. Requires rezoning from FSI 12 to 14, and rationalization of residential density transfer (equivalent to FSI=4). Development program assumes physically and economically feasible to establish ABC's in Old City Hall. Alternative program accommodates ABC's in podium structure, with corresponding reduction in government and commercial office space, if City Hall location unworkable. Fall-back option for density reduction to FSI=12 if rezoning proves intractable.

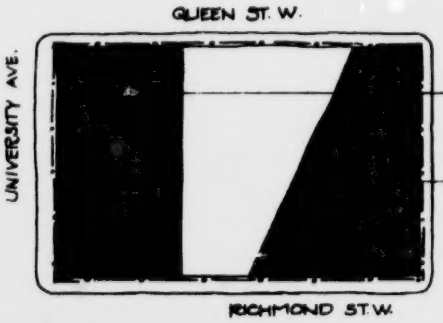
	(A) Recommended Program	(B) Alternative Program	(C) Fall-Back Program
Commercial office bldg.	515,000 s.f.	435,000 s.f.	435,000 s.f.
Government office bldg.	500,000 s.f.	430,000 s.f.	400,000 s.f.
Retail space	50,000 s.f.	50,000 s.f.	50,000 s.f.
ABC's	--	150,000 s.f.	--
	1,065,000 s.f. (FSI=14)	1,065,000 s.f. (FSI=14)	915,000 s.f. (FSI=12)

Specifications

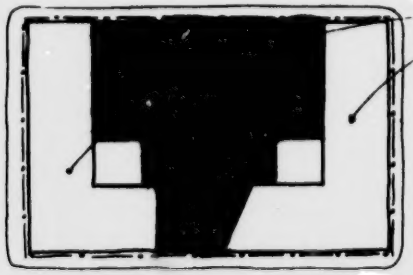
- o Commercial building : 21 storeys (Scheme A)
17 storeys (Scheme B and C)
- o Government building: 20 storeys (Scheme A)
17 storeys (Scheme B and C)
- o Retail space: Grade-level and underground concourse level
- o ABC's: 2-storey podium levels (Scheme B)
- o Parking: 900 spaces (4 sub-concourse levels)

Requirements

- Open-air plaza facing Osgoode Hall (except podium Scheme B)
- Pedestrian connection at concourse level to subway station; provision for corresponding connections to Sheraton Centre and Westin Hotel
- Public parking (to meet strong local demand)
- Commercial tower located at high-value (west) end of site



TYPICAL TOWER PLAN



PLAN AT GRADE

SCHEME A

COMMERCIAL OFFICE
21 FLOORS @ 24,524 S.F./FLR.
TOTAL FLOOR AREA 515,000 S.F.

GOVERNMENT OFFICE
20 FLOORS @ 25,000 S.F./FLR.
TOTAL FLOOR AREA 500,000 S.F.

RETAIL
1 FLOOR @ GRADE @ 25,000 S.F.
1 FLOOR @ CONCOURSE @ 25,000 S.F.
TOTAL FLOOR AREA 50,000 S.F.

SUMMARY

COMMERCIAL OFFICE	515,000 S.F.
GOVERNMENT OFFICE	500,000 S.F.
RETAIL	50,000 S.F.
TOTAL AREA	1,065,000 S.F.

145 Queen St. W.

DEVELOPMENT CONCEPT

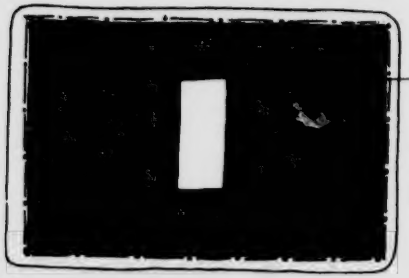
0 10 25 50m

MTPR

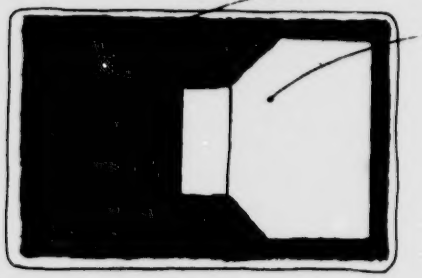
0 50 100 200'

SEPT 1987

TYPICAL TOWER PLAN



PODIUM LEVEL



PLAN AT GRADE

SCHEME B

COMMERCIAL OFFICE

17 FLOORS @ 25,588 S.F./FLR.
TOTAL AREA 435,000 S.F.

GOVERNMENT OFFICE

17 FLOORS @ 25,294 S.F./FLR
TOTAL AREA 430,000 S.F.

AGENCIES, BOARDS AND COMMISSIONS OF THE MINISTRY OF THE ATTORNEY GENERAL (ABC'S)

2 FLOORS @ 62,500 S.F./FLR
TOTAL AREA 125,000 S.F.

ABC'S

FLOOR AREA 25,000 S.F.

RETAIL

1 FLOOR @ GRADE @ 25,000 S.F.
1 FLOOR @ CONCOURSE @ 25,000 S.F.
TOTAL AREA 50,000 S.F.

SUMMARY

COMMERCIAL OFFICE	435,000 S.F.
GOVERNMENT OFFICE	430,000 S.F.
RETAIL	50,000 S.F.
ABC'S	150,000 S.F.
TOTAL AREA	1,065,000 S.F.

145 Queen St.W.

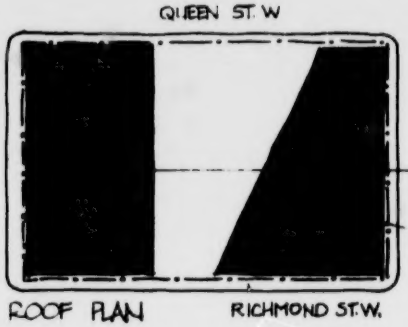
DEVELOPMENT CONCEPT

0 10 25 50m

0 50 100 200'

MTPR

SEPT 1987



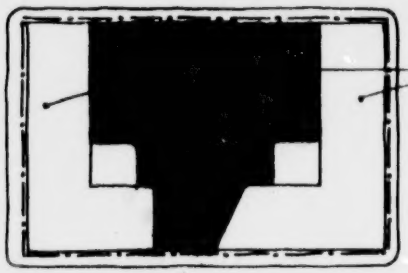
SCHEME C

COMMERCIAL OFFICE

17 FLOORS @ 25,588 S.F./FLR
TOTAL FLOOR AREA 435,000 S.F.

GOVERNMENT OFFICE

17 FLOORS @ 25,294 S.F./FLR
TOTAL FLOOR AREA 430,000 S.F.



RETAIL

1 FLOOR @ GRADE @ 25,000 S.F.
1 FLOOR @ CONCOURSE @ 25,000 S.F.
TOTAL AREA 50,000 S.F.

SUMMARY

COMMERCIAL OFFICE	435,000 S.F.
GOVERNMENT OFFICE	430,000 S.F.
RETAIL	50,000 S.F.
TOTAL AREA	915,000 S.F.

145 Queen St. W.

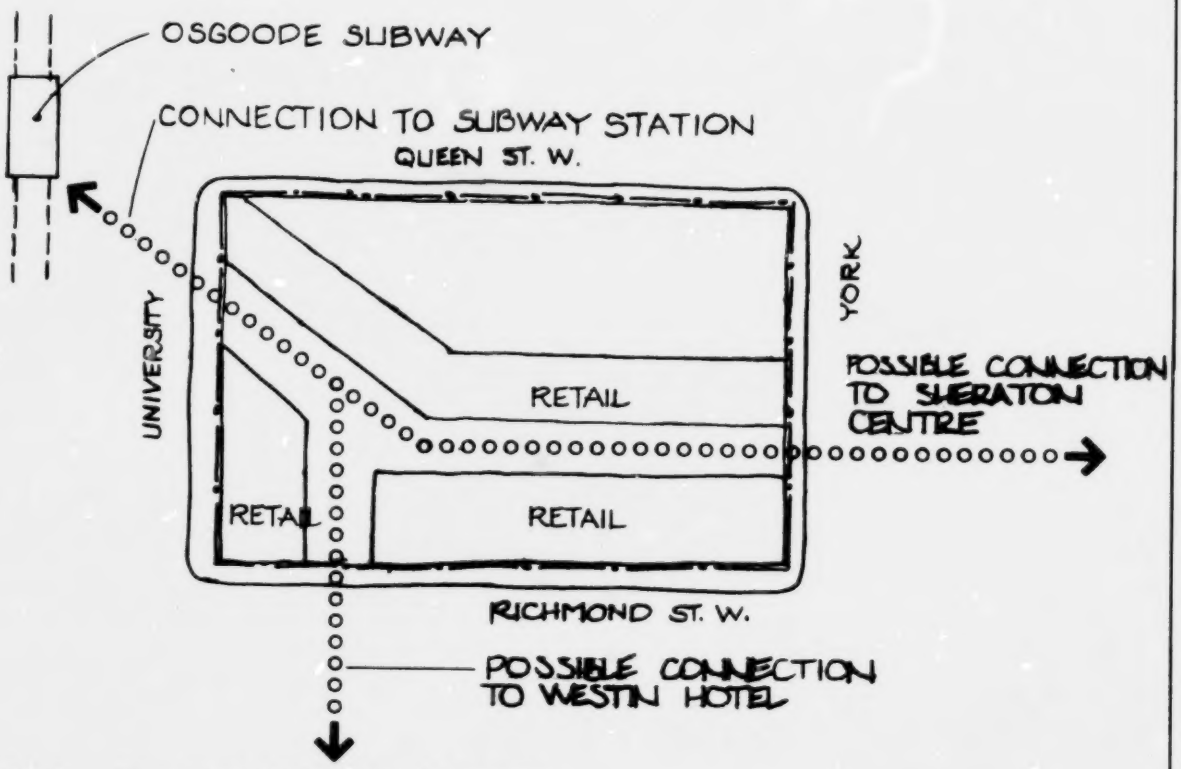
DEVELOPMENT CONCEPT

0 10 25 50m

MTPR

0 50 100 200'

SEPT 1987



PLAN AT CONCOURSE LEVEL

ALL SCHEMES

PARKING

SUB-CONCOURSE

SITE AREA 76,200 S.F.
229 CARS/LEVEL
4 LEVELS = 900 CARS

145 Queen St. W.

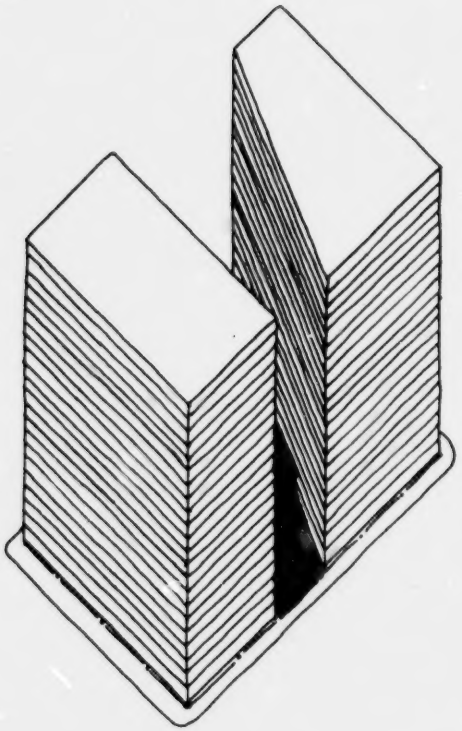
DEVELOPMENT CONCEPT

0 10 25 50m

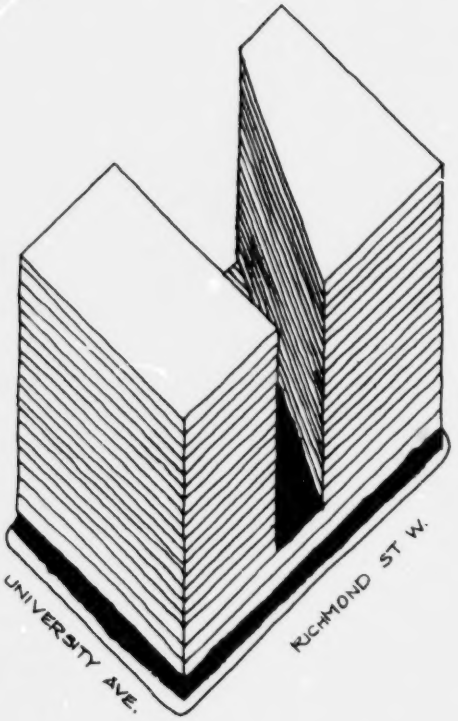
MTPR

0 50 100 200'

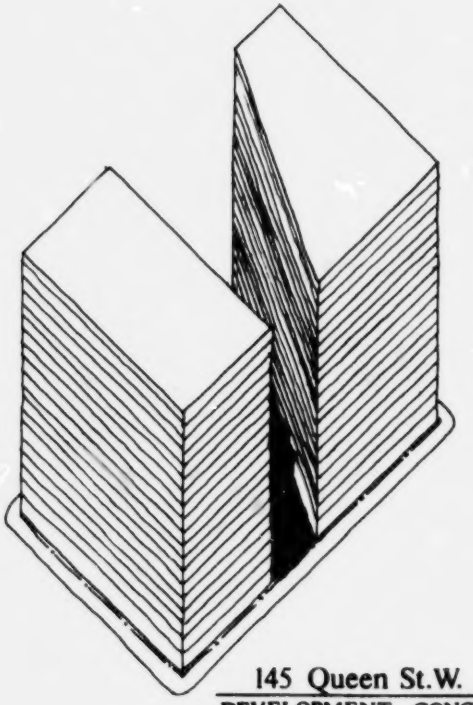
SEPT 1987



SCHEME A



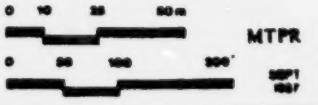
SCHEME B



SCHEME C

145 Queen St.W.

DEVELOPMENT CONCEPT



ARMOURY/CHESTNUT

Program

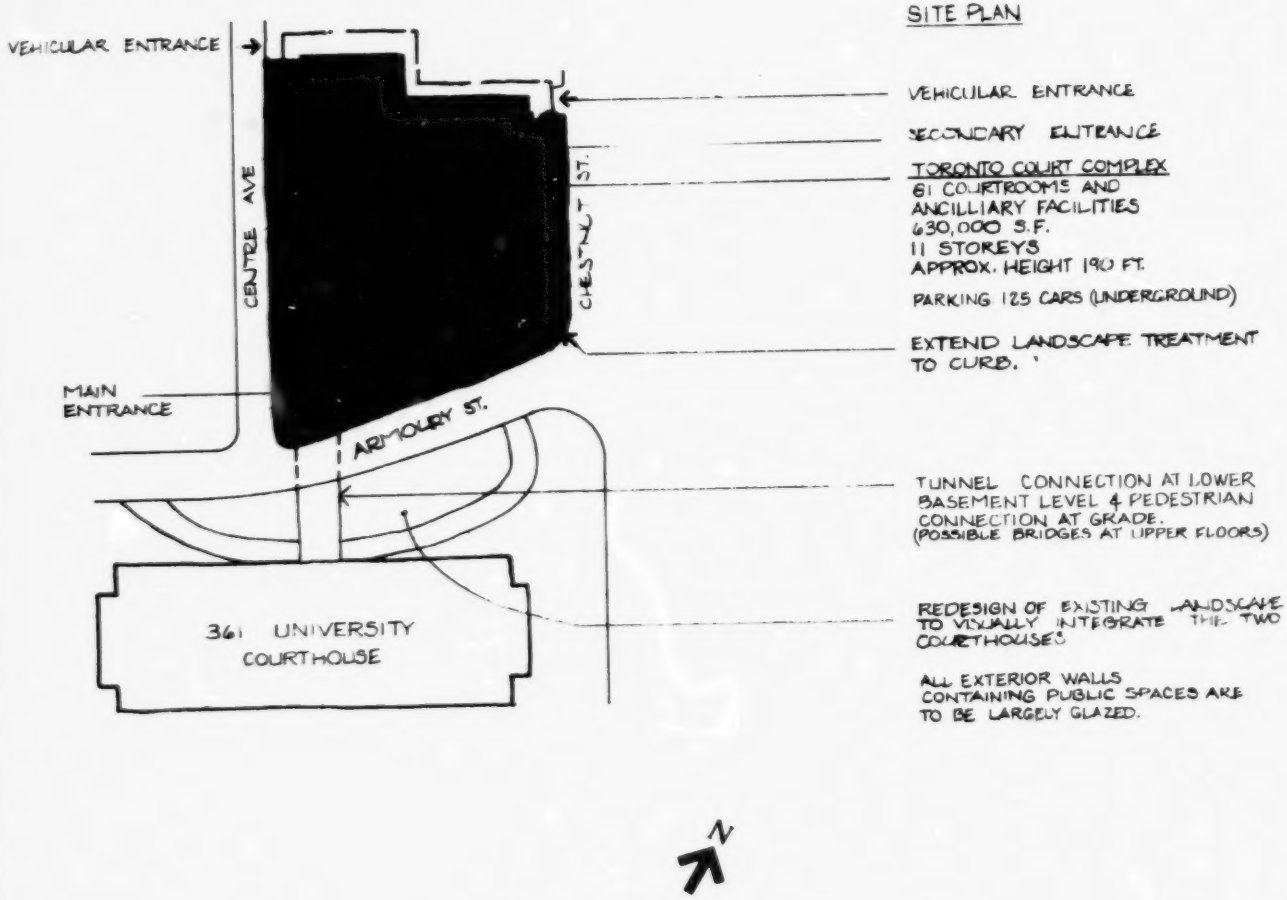
Courthouse building with 81 courtrooms and ancillary facilities. Total space needed (630,000 sq. ft.) requires rezoning and Official Plan amendment from FSI 7.8 to 9, with possible resistance from occupants of newly constructed neighbouring buildings (Chestnut Park condominium/hotel and Cityhome).

Specifications

- Building height: 11 storeys: 190 feet (effective height equivalent to 19 storeys)
- Parking: 125 spaces (underground)

Requirements

- Design treatment to mitigate building bulk, including: landscaping to curb on all three boundary streets; perimeter wall glazing for public areas (most floors)
- Visual and pedestrian integration with 361 University Courthouse; compatible landscaping
- Underground connection to 361 University and provision for possible elevated connections
- Separate vehicular access for judges (Centre Street) and secure access for police (Chestnut Street) at maximum distance from Chestnut/Armoury intersection
- Setback at north lot line to mitigate visual impact on Chestnut apartments
- Setback at south lot line to maintain view corridor to Trinity Church
- Main pedestrian entrance from Armoury Street; secondary entrance (minor traffic offences) from Chestnut Street



SITE PLAN

VEHICULAR ENTRANCE

SECONDARY ENTRANCE

TORONTO COURT COMPLEX
61 COURTROOMS AND
ANCILLIARY FACILITIES
630,000 S.F.
11 STOREYS
APPROX. HEIGHT 190 FT.

PARKING 125 CARS (UNDERGROUND)

EXTEND LANDSCAPE TREATMENT TO CURB.

TUNNEL CONNECTION AT LOWER BASEMENT LEVEL & PEDESTRIAN CONNECTION AT GRADE. (POSSIBLE BRIDGES AT UPPER FLOORS)

REDESIGN OF EXISTING LANDSCAPE TO VISUALLY INTEGRATE THE TWO COURTHOUSES

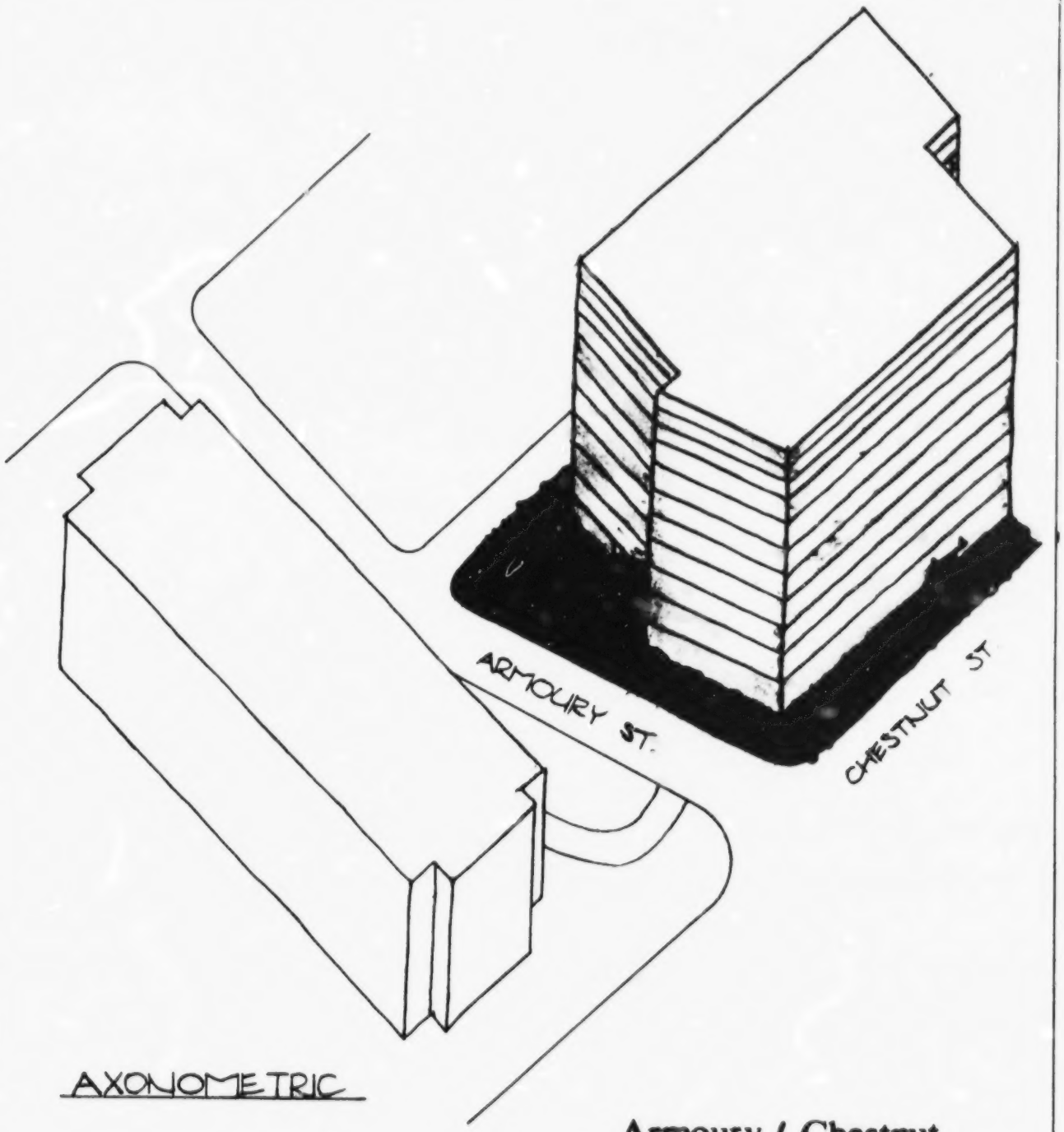
ALL EXTERIOR WALLS CONTAINING PUBLIC SPACES ARE TO BE LARGELY GLAZED.

Armoury / Chestnut

DEVELOPMENT CONCEPT

MTPR

SEPT 1987



AXONOMETRIC

Armoury / Chestnut

DEVELOPMENT CONCEPT

0 10 25 50m

MTPR

0 50 100 200'

SEPT 1987

2195 YONGE STREET

Program

Mixed use development, responding to strong local market for office and residential space. Commercial office building with ground floor retail, also accommodating moderate quantity of government office space to maintain present Ministry of Health and COMSOC district services; and senior citizens apartment building. Local history and circumstances predispose against any proposal requiring rezoning, though recommended program may require Committee of Adjustment density variance (FSI 4.7 to 5), depending on ultimate size of units. Alternative program for twice as many units requiring rezoning to FSI=6, in event it proves feasible to undertake rezoning.

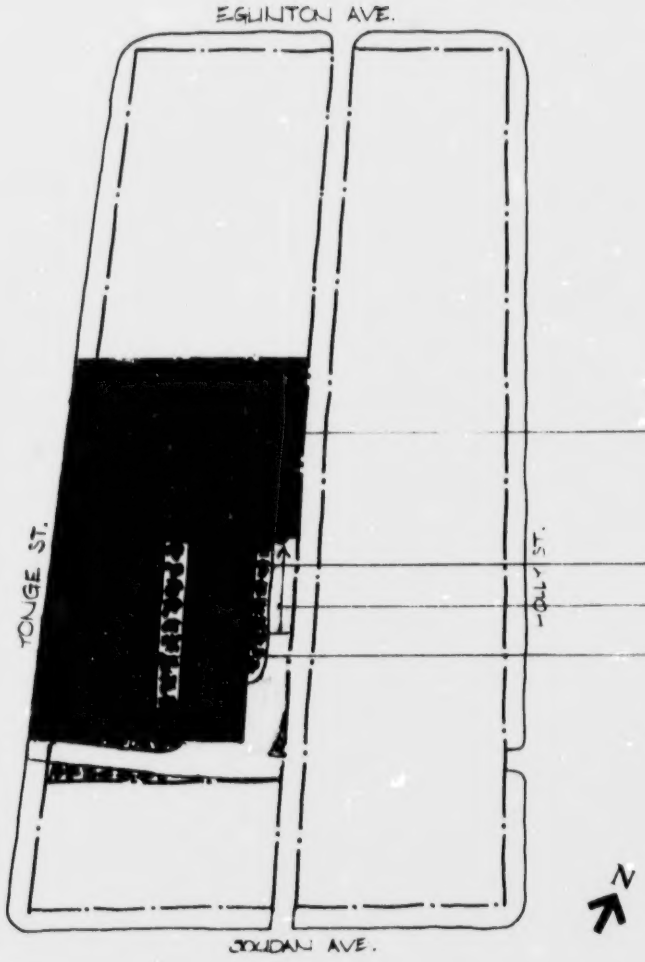
	(A) Recommended Program	(B) Alternative Program
Commercial office building	320,000 s.f.	320,000 s.f.
(Government office space)	(35,000 s.f.)	(35,000 s.f.)
Ground floor retail space	20,000 s.f.	20,000 s.f.
Senior citizens apartments	84,000 s.f. (125 units)	168,000 s.f. (250 units)
	424,000 s.f. (FSI=5.0)	508,000 s.f. (FSI=6.0)

Specifications

- Office building : 17 storeys
- Apartment building: 8 storeys (Scheme A)
  15 storeys (Scheme B)
- Parking: 335 spaces (underground)

Requirements

- Staging of development: Start with new office building on unoccupied northern portion of site; on completion, demolish existing OHIP building and construct apartment building on southern section
- Small local parkette (undedicated) in north part of site to be replaced by equivalent parkette (0.3 ac) at south end, in front of apartment building
- Retain existing frontage trees; landscaped treatment to street line
- Mid-lot east-west walkway between the two buildings to provide mid-block pedestrian connection to Holly Street
- Yonge Street vehicular egress restricted to northbound right-turns; provide access from apartment driveway and garage entrance to north-south lane at rear of site, for southbound movement to Soudan.



COMMERCIAL BUILDING WITH RETAIL AT GRADE

RESIDENTIAL BUILDING

RAMP TO PARKING

PARKETTE (13,500 S.F.)

SCHEME A

COMMERCIAL BUILDING

RETAIL & GRADE 20,000 S.F.
GOV'T OFFICE 39,000 S.F.
COMM. OFFICE 275,000 S.F.
17 FLOORS @ APPROX 20,000 SF FLR
FLOOR PLATE APPROX. 125'×160'

RESIDENTIAL BUILDING

SENIOR CITIZENS 125 UNITS
7 FLOORS @ 18 UNITS/FLR.
1 FLOOR COMMON AREA
TOTAL 8 FLOORS @ 11,520 S.F./FLR
FLOOR PLATE 60'×192'

SCHEME B

COMMERCIAL BUILDING

SAME AS IN SCHEME A

RESIDENTIAL BUILDING

SENIOR CITIZENS 250 UNITS
14 FLOORS @ 18 UNITS/FLR
1 FLOOR COMMON AREA
TOTAL 15 FLOORS @ 11,520 SF/FLR
FLOOR PLATE 60'×192'

SITE PLAN

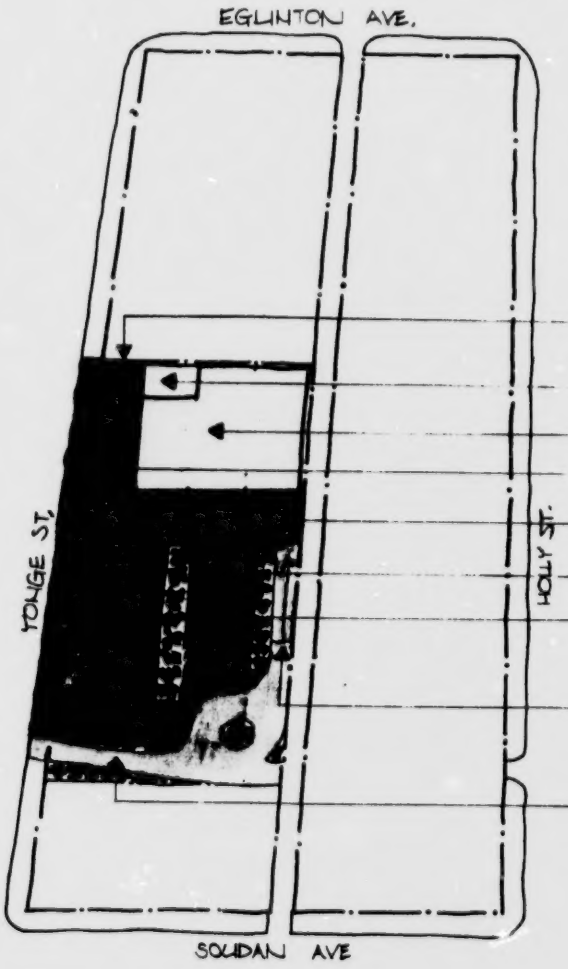
2195 Yonge Street

DEVELOPMENT CONCEPT

0 10 25 50m
0 50 100 200'

MTPR

SEPT 1987



PRESERVE TREES

OFFICE

RETAIL @ GRADE

EXTEND LANDSCAPE TREATMENT TO SIDEWALK

EXTEND PUBLIC WALKWAY

COMMON FACILITIES AT GRADE

NEW PARKETTE

RAMP TO UNDERGROUND PARKING (330 CARS)

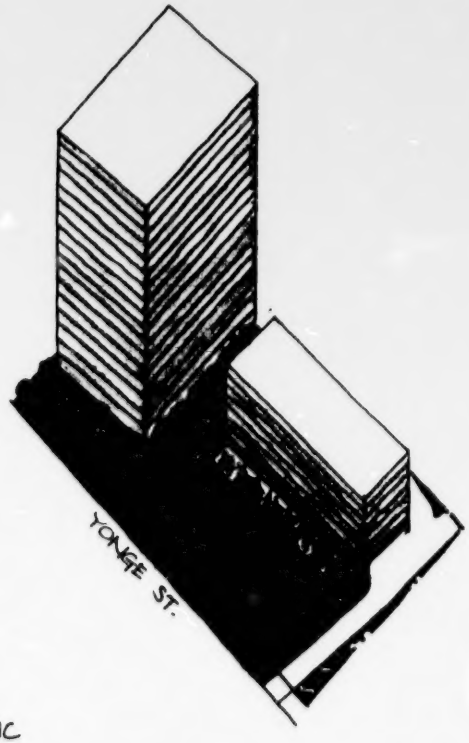
EXISTING DRIVEWAY TO BE MAINTAINED
DRIVEWAY TO EXTEND TO LANE

PLAN AT GRADE

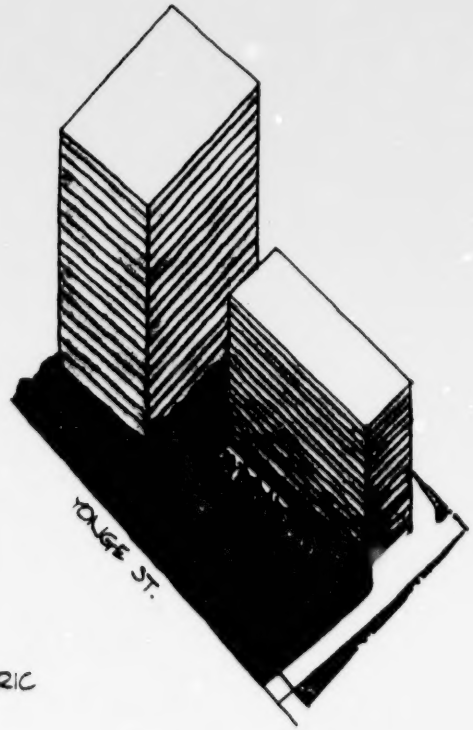
2195 Yonge Street

DEVELOPMENT CONCEPT

MTPR



AXONOMETRIC
SCHEME A

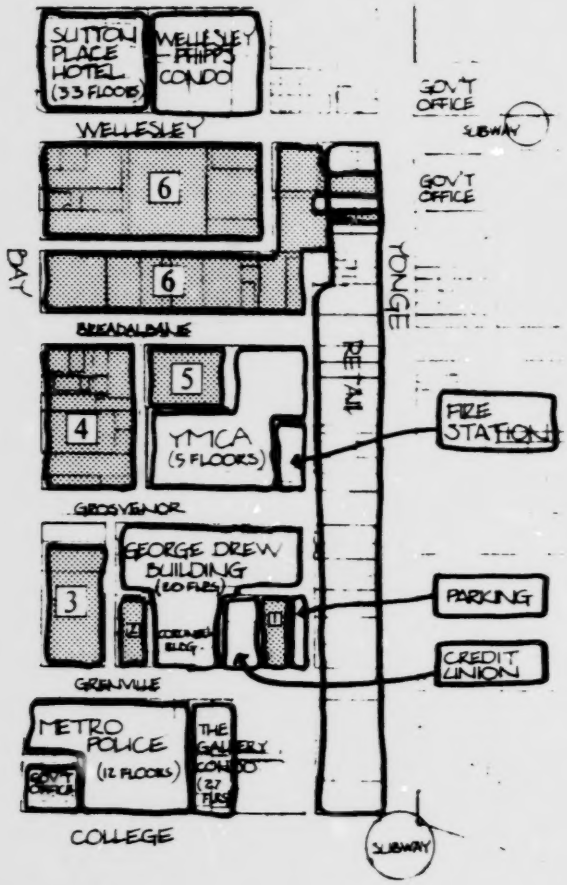


AXONOMETRIC
SCHEME B

2195 Yonge Street
DEVELOPMENT CONCEPT

MTPR
SEPT 1987

EAST OF BAY



Program

(Based on premise that future government accommodation will be provided west of Bay, with initial building at 880 Bay (500,000 sq.ft.). Location of additional space dependent on Women's College Hospital expansion. If capital funds available to expand to Addison Cadillac, further government space can be established at Burton Hall site (300,000 sq. ft.). Otherwise, Addison site has potential for further government expansion (300,000 sq.ft.), or for 600 condominium or non-profit residential units.)

East of Bay program: Commercial office and residential responding to strong market demand and locational attributes. Commercial office building at Wellesley-

Bay corner with variety of housing types at other locations. Rezoning needed to FSI=7.8 on 4 of 6 parcels, consistent with zoning pattern for Bay corridor. Alternative program for lower densities in package approach not desirable because difficult to secure compensating commercial densities at downtown sites, but would produce suitable development product. Advisable to defer definitive action on northern block (Ballet-Opera site) pending development studies. Acquisition of additional properties (10 Grenville and Herman Furs, 863 Bay) not necessary and not recommended.

Block 1:

Develop with adjacent Credit Union site for cooperative housing (Credit Union sponsorship), replacing Credit Union office space at ground floor. Landscaped open space above rear lot podium. Building height: 18 storeys

Recommended program:	157 units (Scheme A)
Alternative:	190 units (B)

Block 2:

Convert-to-rent for singles housing (Market or non-profit).

Recommended program:	95 units (A)
Alternative:	95 units (B)

Block 3:

Condominium building along Bay frontage, with private open space at rear; pedestrian walkway at existing lane between Blocks 2 and 3. Building height: 16 storeys

Recommended program:	Condominium - 228 units (A)
Alternative:	Non-profit or cooperative - 260 units (B)

Block 4:

Condominium building along Bay and Grosvenor frontages, with open space at rear, buffering YMCA. Retain heritage buildings at north end of block in small parkette (0.35 ac). Building height: 25 storeys

Alternative program: Condominium building fronting Bay, with open space and pedestrian walkway at rear. Breadalbane diverted south along existing lane to Grosvenor. 1.2 acre park along Bay Street to north, incorporating heritage buildings. Building height: 21 storeys

Recommended program:	Condominium - 378 units (A)
Alternative:	Condominium - 240 units (B) Public park

Block 5:

Cityhome building at west end of parcel, with open space area to east, buffering YMCA. Building height: 18 storeys

Alternative substantially the same, except slight reduction below FSI 7.8 standard.

Recommended program:	Non-profit - 154 units (A)
Alternative program:	Non-profit - 150 units (B)

Block 6:

Commercial office building at Bay-Wellesley corner, 20 storeys. Ballet-Opera site on mid-block parcel. Explore joint development mechanism to produce integrated design, with B-O access to Bay and Wellesley, and physical/financial feasibility of selling off Yonge commercial frontage (8,000 sq. ft., estimated value $6.8 million), or alternatively acquiring balance of Yonge frontage (estimated cost - $20 million).

Alternative program: Commercial office building at corner, with Ballet-Opera 3-acre site to east, separated by walkway. South part of Bay frontage incorporated in public park (as in Block 4) with underground parking garage below.

Residential alternative for Ballet-Opera parcel: two condominium buildings fronting Wellesley (total 400 units, height 21 storeys) and senior citizens building fronting Breadalbane (180 units, height 11 storeys). Assumes Yonge frontage sold and density rights of residual parcel merged to accommodate residential buildings and commercial office building.

Recommended program:	Commercial office building, 500,000 sq.ft. Ballet-Opera site, (possible joint development) Public park Public parking - 300 spaces
Alternative program:	Commercial office building, 500,000 sq.ft. Ballet-Opera site, Public park (with Block 4) Public parking - 300 spaces

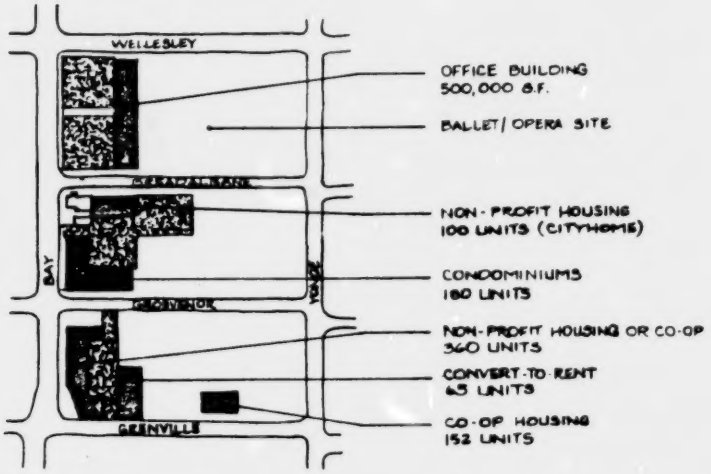
Composite Program

	(A) Recommended Program	(B) Alternative Program
Commercial office building	500,000 s.f.	500,000 s.f.
Ballet-Opera site		
Housing:		
Condominium	606 units	240 units
Convert-to-rent	95	95
Cooperative/non-profit	157	450
Non-profit (Cityhome)	154	150
	1,012 units	905 units
Park	(Block 6 - indefinite size) (Block 1-5 - private open space)	1.2 acres

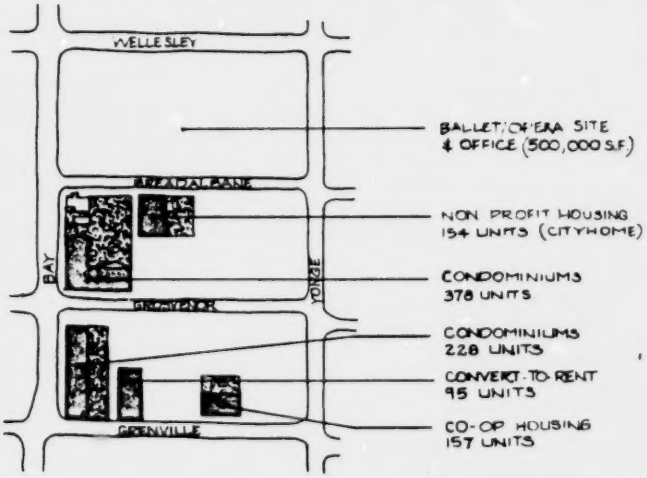
The recommended program generates more housing because it provides for each residential parcel to be developed independently at the FSI=7.8 norm (zoning already in place for Parcels 3 and 4). Also divorces residential program from the Ballet-Opera question, allowing residential development to proceed as circumstances dictate, without engaging in Part II Official Plan process. Disadvantage is loss of opportunity for Bay-Breadalbane park, which is likely to encounter local planning opposition in any event; however, possibility of establishing park at future date is not preempted.

Possibility of joint development for Ballet-Opera and office building should be explored because of major civic design implications and complex financial considerations concerning Ballet-Opera. Effective way of reaching early resolution of Yonge frontage question (dispose property or incorporate in Ballet-Opera complex), instead of deferring as contingent matter. Also suitable method for securing B-O density rights for office building (effective FSI=12), within current practice.

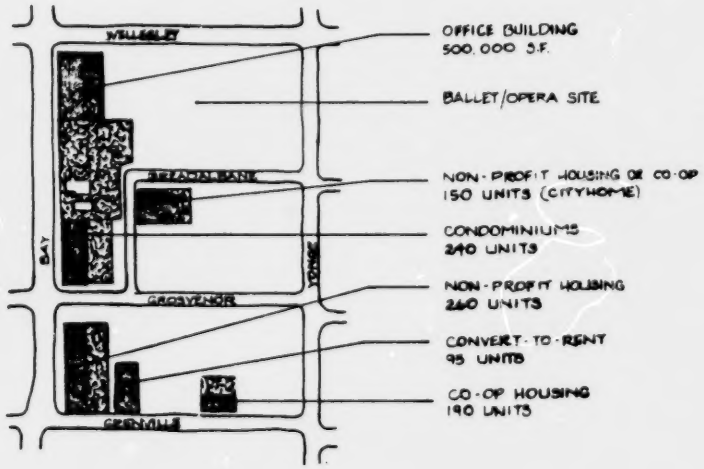
(Note: Diagram on next page illustrates both MTPR schemes, and the Toronto Planning Department response to the package proposal. City scheme provides for lower residential densities overall (total 857 units); reorganization of open space to produce park areas at Bay-Wellesley corner and block interior (effective park area 1.4 acres, tantamount to 22% park dedication without compensating density allocation); and retention of historic buildings, presumably under heritage easement but without compensating density allocation. Would produce difficult site for condominium building and unworkable site for office building, unless joined physically to Ballet-Opera. (Estimated development value under City scheme is $40 million, compared to $82 million for recommended program, and $71 million for alternative "package" scheme.)



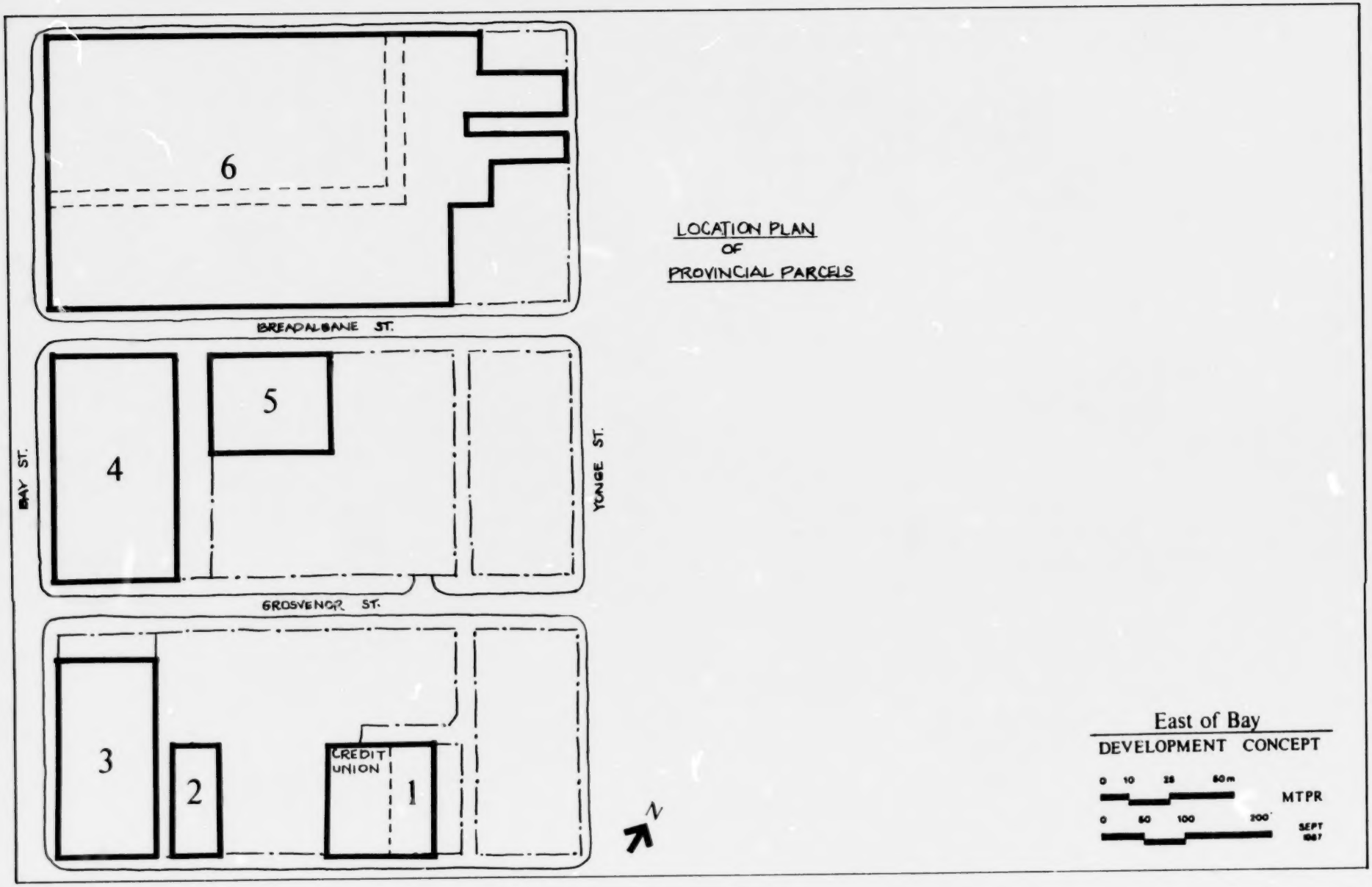
City Scheme



MTPR Scheme A



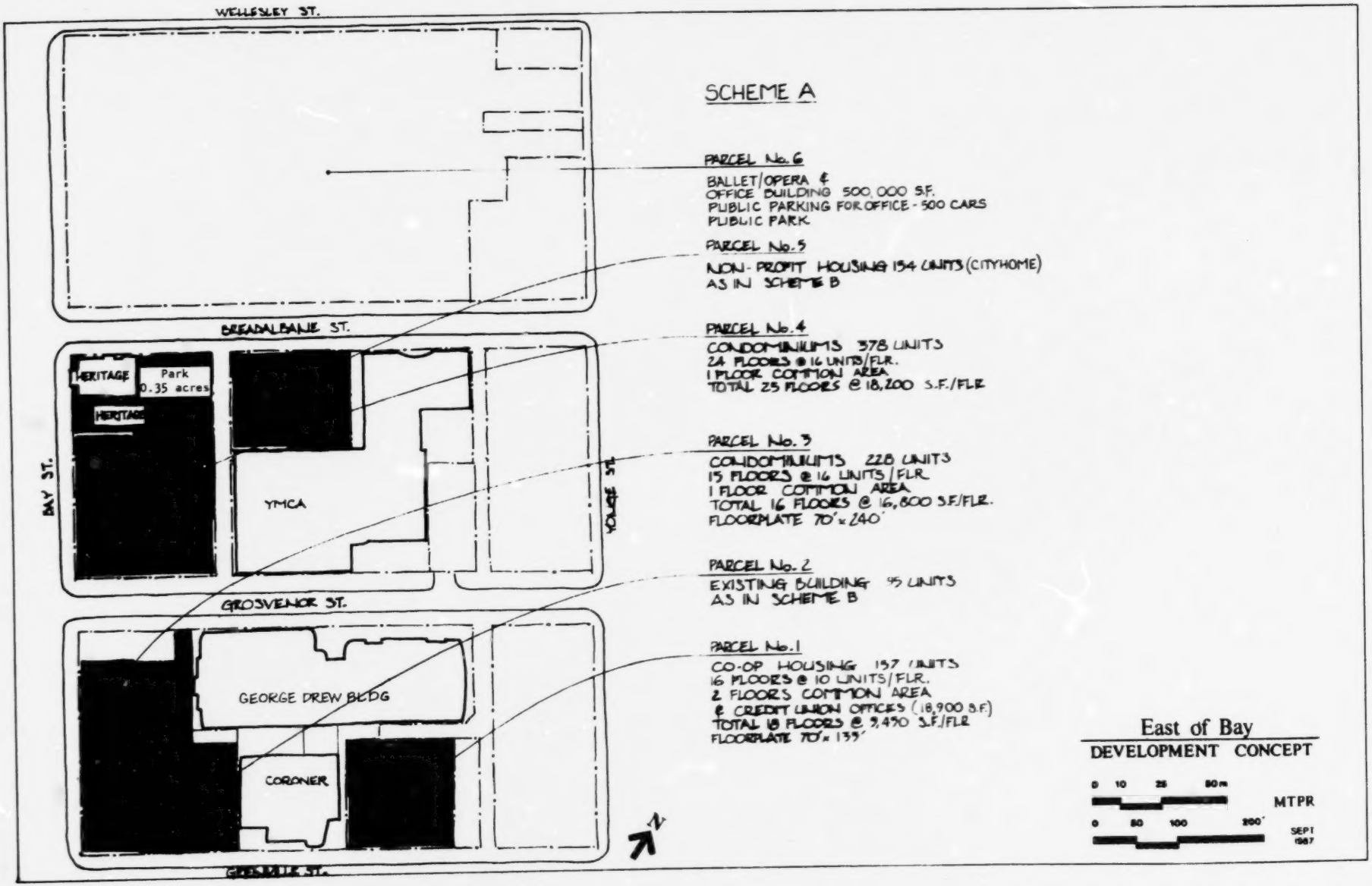
MTPR Scheme B

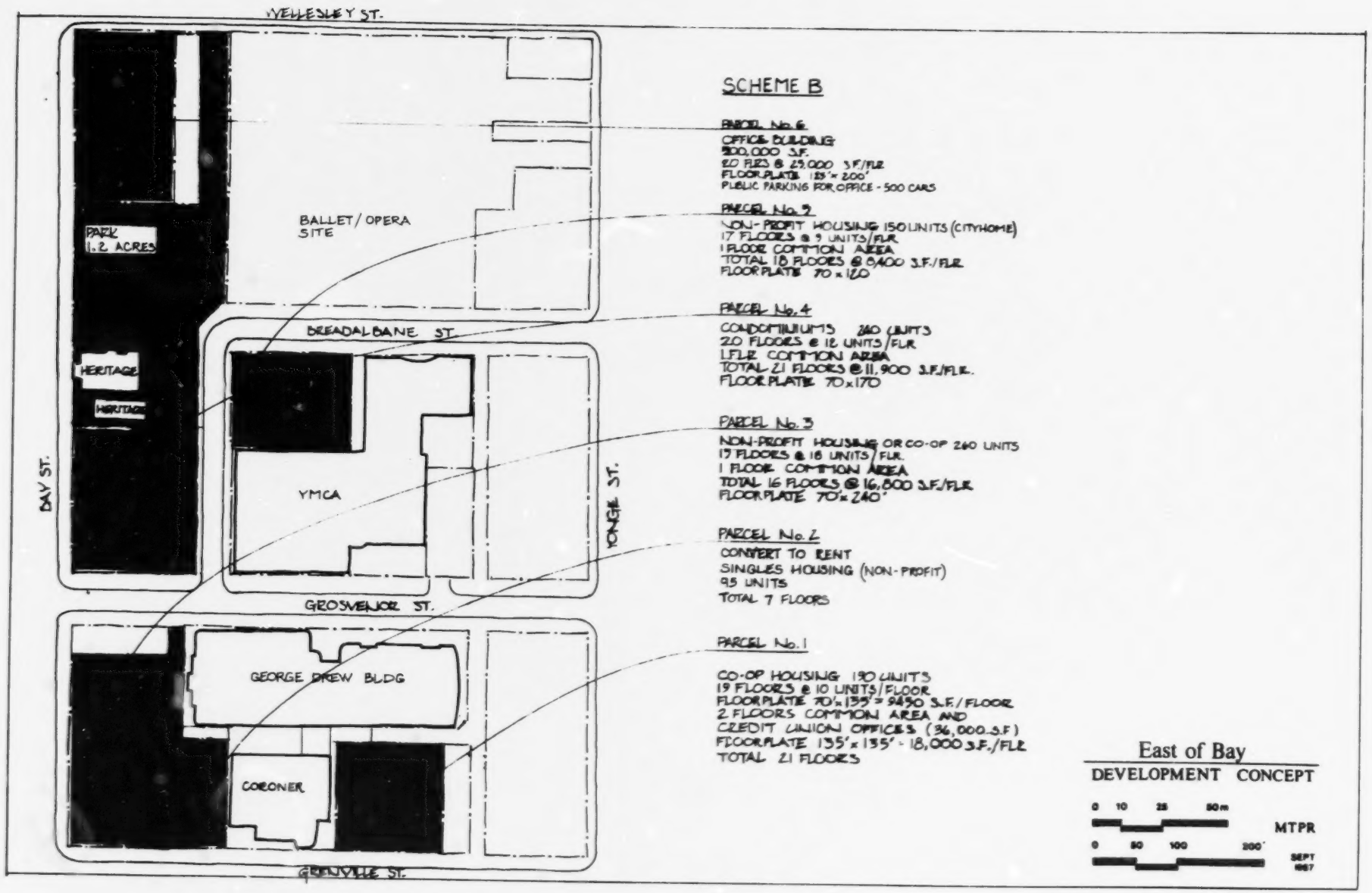


LOCATION PLAN
OF
PROVINCIAL PARCELS

East of Bay
DEVELOPMENT CONCEPT

0 10 25 50m
MTPR
0 50 100 200'
SEPT 1987


WELLESLEY ST.
BREADALBANE ST.
GROSVENOR ST.
BAY ST.
JAMES ST.
HERITAGE
Park
0.35 acres
HERITAGE
YMCA
GEORGE DREW BLDG
CORONER
SCHEME A
PARCEL No. 6
BALLET/OPERA &
OFFICE BUILDING 500,000 S.F.
PUBLIC PARKING FOR OFFICE - 500 CARS
PUBLIC PARK
PARCEL No. 5
NON-PROFIT HOUSING 154 UNITS (CITYHOME)
AS IN SCHEME B
PARCEL No. 4
CONDOMINIUMS 378 UNITS
24 FLOORS @ 16 UNITS/FLR.
1 FLOOR COMMON AREA
TOTAL 25 FLOORS @ 18,200 S.F./FLR
PARCEL No. 3
CONDOMINIUMS 228 UNITS
15 FLOORS @ 16 UNITS/FLR.
1 FLOOR COMMON AREA
TOTAL 16 FLOORS @ 16,800 S.F./FLR.
FLOORPLATE 70' x 240'
PARCEL No. 2
EXISTING BUILDING 95 UNITS
AS IN SCHEME B
PARCEL No. 1
CO-OP HOUSING 137 UNITS
16 FLOORS @ 10 UNITS/FLR.
2 FLOORS COMMON AREA
& CREDIT UNION OFFICES (18,900 S.F.)
TOTAL 18 FLOORS @ 9,450 S.F./FLR
FLOORPLATE 70' x 139'
N
East of Bay
DEVELOPMENT CONCEPT
0 10 25 50m
MTPR
0 50 100 200'
SEPT 1987



SCHEME B

PARCEL No. 6
OFFICE BUILDING
900,000 S.F.
20 FLRS @ 45,000 S.F./FLR
FLOOR PLATE 135' × 200'
PUBLIC PARKING FOR OFFICE - 500 CARS

PARCEL No. 5
NON-PROFIT HOUSING 150 UNITS (CITYHOME)
17 FLOORS @ 9 UNITS/FLR
1 FLOOR COMMON AREA
TOTAL 18 FLOORS @ 8,400 S.F./FLR
FLOOR PLATE 70 × 120

PARCEL No. 4
CONDOMINIUMS 240 UNITS
20 FLOORS @ 12 UNITS/FLR
1 FLR COMMON AREA
TOTAL 21 FLOORS @ 11,900 S.F./FLR.
FLOOR PLATE 70×170

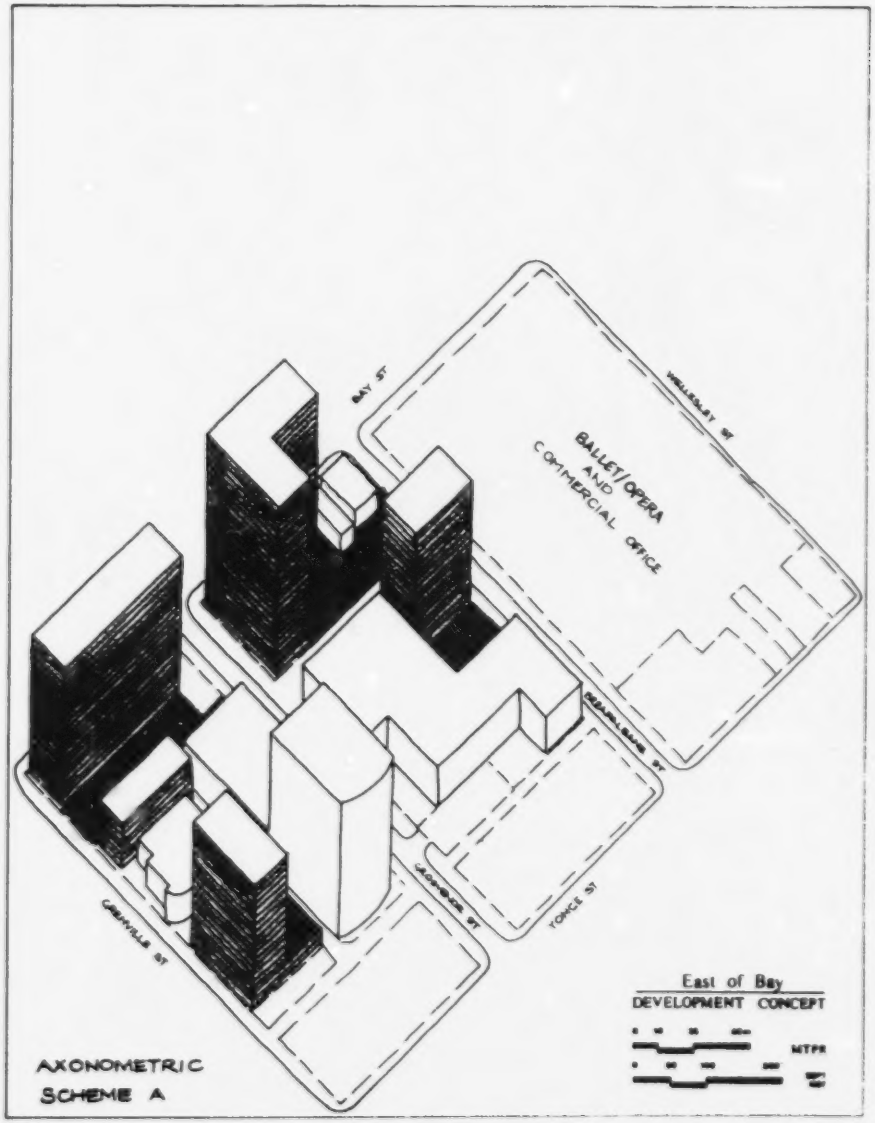
PARCEL No. 3
NON-PROFIT HOUSING OR CO-OP 240 UNITS
17 FLOORS @ 18 UNITS/FLR.
1 FLOOR COMMON AREA
TOTAL 16 FLOORS @ 16,800 S.F./FLR
FLOOR PLATE 70'× 240'

PARCEL No. 2
CONVERT TO RENT
SINGLES HOUSING (NON-PROFIT)
95 UNITS
TOTAL 7 FLOORS

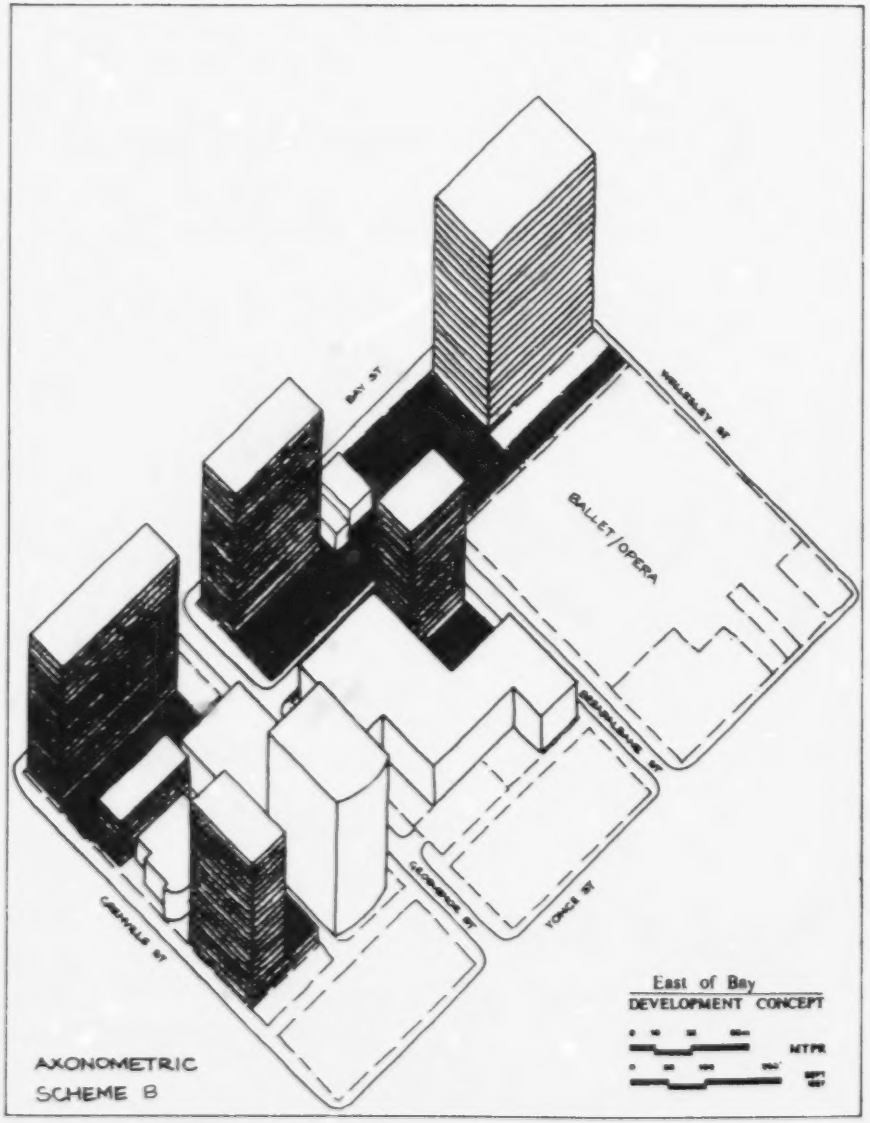
PARCEL No. 1
CO-OP HOUSING 190 UNITS
19 FLOORS @ 10 UNITS/FLOOR
FLOOR PLATE 70'×135' = 9450 S.F./FLOOR
2 FLOORS COMMON AREA AND
CREDIT UNION OFFICES (36,000 S.F.)
FLOOR PLATE 135'×135' - 18,000 S.F./FLR
TOTAL 21 FLOORS

East of Bay
DEVELOPMENT CONCEPT

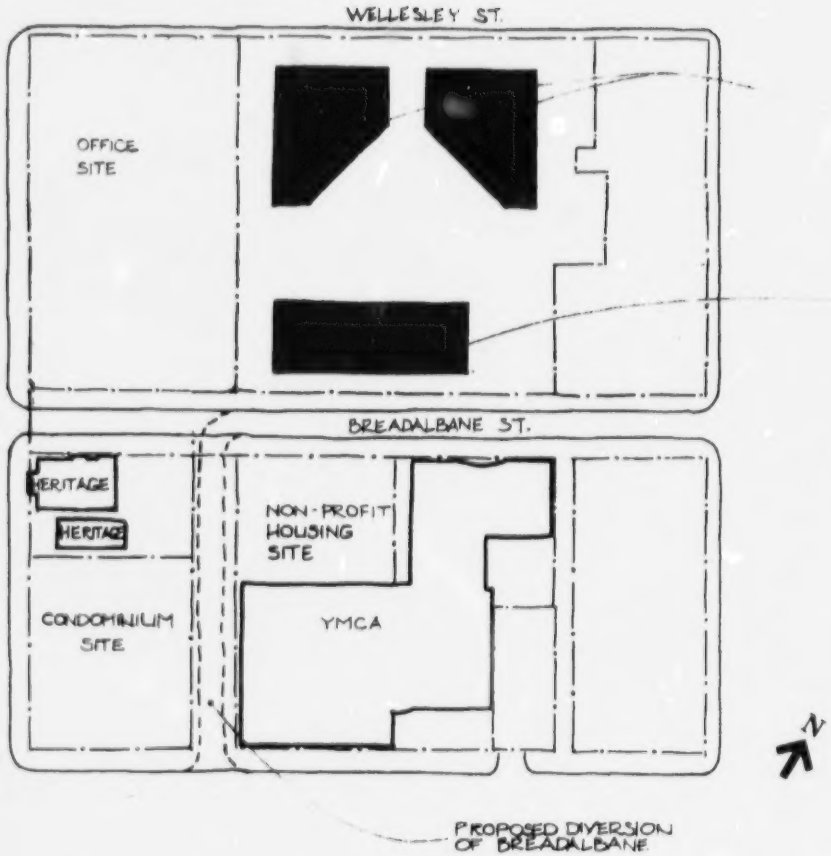
0 10 25 50m
MTPR
0 50 100 200'
SEPT 1987



AXONOMETRIC
SCHEME A



AXONOMETRIC
SCHEME B



BALLET/OPERA SITE

ALTERNATIVE RESIDENTIAL SCHEME

CONDOMINIUMS 2 x 200 UNITS EACH
20 FLOORS @ 10 UNITS/FLOOR
1 FLOOR COMMON AREA
TOTAL 21 FLOORS @ 9,550 S.F./FLR

SENIORS HOUSING 180 UNITS
10 FLOORS @ 18 UNITS/FLR
1 FLOOR COMMON AREA
TOTAL 11 FLOORS @ 11,600 S.F./FLR

East of Bay

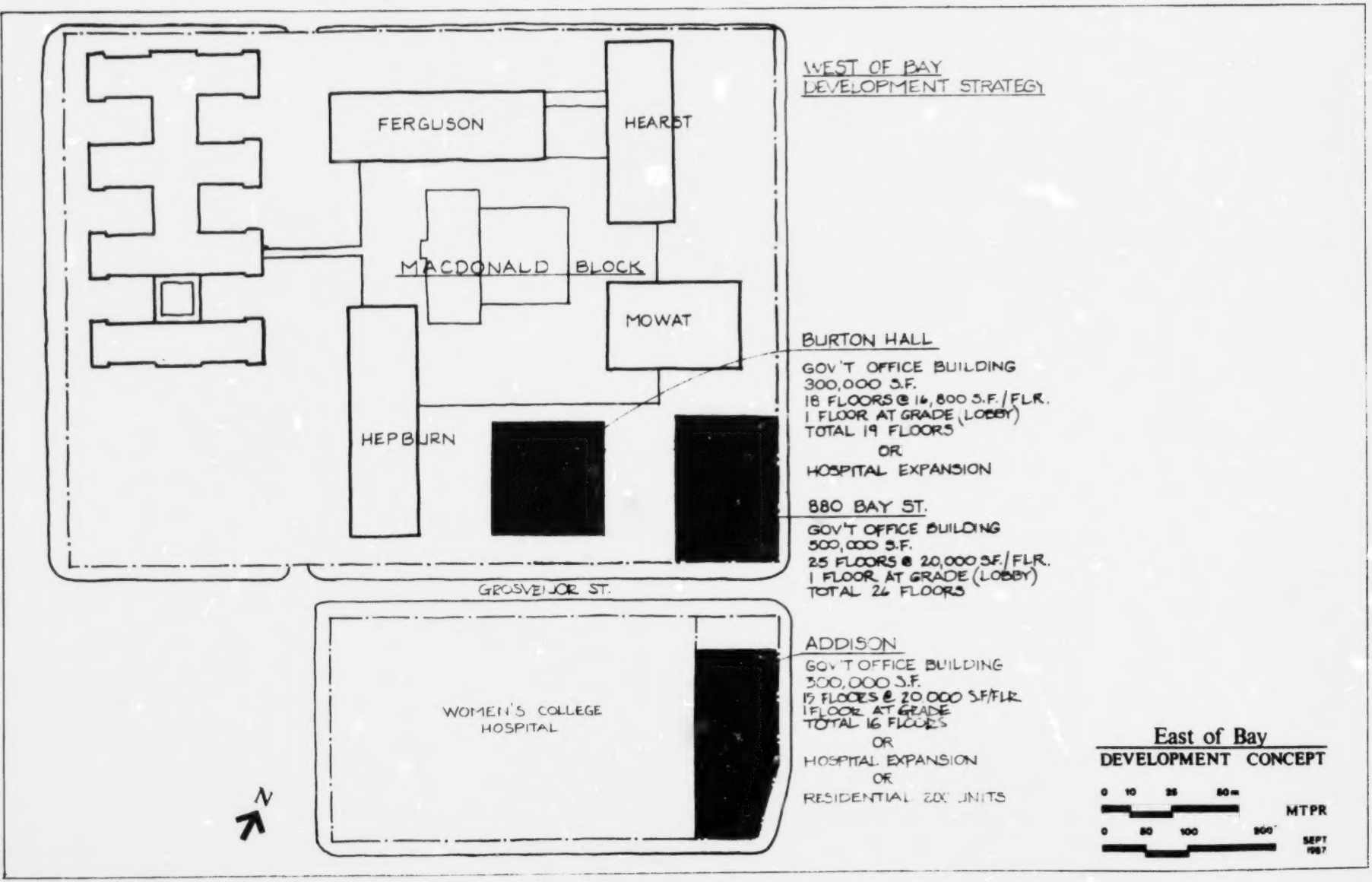
DEVELOPMENT CONCEPT

0 10 25 50m

MTPR

0 50 100 200'

SEPT 1987


WEST OF BAY
DEVELOPMENT STRATEGY
FERGUSON
HEARST
MACDONALD BLOCK
MOWAT
HEPBURN
GROSVENOR ST.
WOMEN'S COLLEGE HOSPITAL
N
BURTON HALL
GOV'T OFFICE BUILDING
300,000 S.F.
18 FLOORS @ 16,800 S.F./FLR.
1 FLOOR AT GRADE (LOBBY)
TOTAL 19 FLOORS
OR
HOSPITAL EXPANSION
880 BAY ST.
GOV'T OFFICE BUILDING
500,000 S.F.
25 FLOORS @ 20,000 S.F./FLR.
1 FLOOR AT GRADE (LOBBY)
TOTAL 26 FLOORS
ADDISON
GOV'T OFFICE BUILDING
300,000 S.F.
15 FLOORS @ 20,000 S.F./FLR.
1 FLOOR AT GRADE
TOTAL 16 FLOORS
OR
HOSPITAL EXPANSION
OR
RESIDENTIAL 200 UNITS
East of Bay
DEVELOPMENT CONCEPT
0 10 25 50m
MTPR
0 50 100 200'
SEPT 1987

IMPLEMENTATION

a. Zoning

The proposed development could be undertaken without rezoning on the following sites: 70 Lombard; East of Bay Parcel 2; East of Bay Parcel 3; and 2195 Yonge (possible Committee of Adjustment variance needed). For the other sites it will be necessary to secure rezoning, and in some cases concurrent Official Plan amendment. (For 90 Harbour Street, a Part II Official Plan amendment will be required.) Draft zoning/official plan applications for each of these properties are attached to this report.

b. Parking

In addition to providing required parking for occupant and visitor use, several of the properties provide a useful opportunity to provide general public parking, in areas where there is a strong or potential demand for such facilities. These properties are: 90 Harbour Street; 145 Queen Street West; East of Bay Parcel 6 (Bay-Wellesley); and 2195 Yonge Street. (It would also be useful to provide public parking at Armoury/Chestnut, but the design requirements for the courthouse may preclude this; this should be reviewed when detailed building design is undertaken.)

The most effective way to provide public parking at these locations would be through the Toronto Parking Authority or a private operator. At 90 Harbour Street and 70 Lombard Street, the parking facilities will be provided above-grade. At these two sites, it will be necessary to contract with the Parking Authority to operate the parking, in order to secure density exemption for the parking space.

c. Timing

The recommended timing sequence for the Toronto properties, except East of Bay, is outlined in Report One. At East of Bay the following timing is indicated:

Parcel 1:	Dispose subject to rezoning (Credit Union and Cooperative Housing Federation)
Parcel 2:	Dispose (proposal call or selected proponent)
Parcel 3:	Dispose at expiration of Addison lease or Dispose subject to termination of Addison lease or interim relocation of Addison car lot to Parcel 4
Parcel 4:	Dispose subject to rezoning
Parcel 5:	Dispose subject to rezoning (Cityhome)
Parcel 6:	Defer for study of joint development

APPENDIX 1

(MTPR REPORT 3)

Draft Applications

Zoning, Official Plan, Committee of Adjustment

90 Harbour Street
145 Queen Street West
Armoury/Chestnut
875-901 Bay Street
17-33 Breadalbane Street
14 & 18 Grenville Street
2195 Yonge Street

CITY OF TORONTO

Chairman and Members,
Land Use Committee,
c/o City Clerk's Department,
City Hall, Toronto, Ontario M5H 2N2

NOTE: THIRTEEN COPIES OF THIS FORM MUST BE SUBMITTED; PLEASE READ CAREFULLY "REQUIRED SUPPORTING MATERIAL" AND "NOTES" ON FORM 03-001.

APPLICATION FOR AMENDMENT TO THE OFFICIAL PLAN OF THE CITY OF TORONTO PLANNING AREA AND/OR THE ZONING BY-LAW OF THE CITY OF TORONTO

Application Number _____ (Office use only.) Date _____

1 Name of Applicant Government Services, Government of Ontario

Address of Applicant _____ Postal Code: _____ Phone _____

2. Name of Applicant's Solicitor or Agent _____

Address of Solicitor or Agent _____ Postal Code: _____ Phone _____

3. Name of Property Owner Government Services, Government of Ontario

Address of Owner _____ Postal Code: _____ Phone _____

4. Interest of Applicant in Land Owner
(owner, tenant, prospective purchaser or other (specify))

(If prospective purchaser, attach executed copy of Agreement of Purchase and Sale.)

5 Lands included in application 90 Harbour Street

(Municipal numbers or legal description)

6 Description of existing zoning, uses, buildings and structures on above lands * CIV1

OPP offices; 5 storey building; 166,000 sq. ft.

7. Existing assessment (before redevelopment) 19

Land: $ _____ Building: $ _____ TOTAL: $ _____

8. Amendments requested*

(a) Existing OP: Central Harbour requires Part II Plan.
(Official Plan)

(b) High density mixed commercial/residential permitting an FSI of 4.5 commercial and 2.5 residential
(Zoning By-Law)

9. Reasons for application* Proposed development consistent with neighbouring heights and densities and appropriate development of this Central Harbour site.

10. The development is intended for

_____ rental

X condominium

(If a combination of the above, clearly indicate location of each component on submitted plans).

11.

KEY PLAN

Please fill in, showing location of property in relation to surrounding streets and lanes.

12. Signature of applicant or agent _____

13 Signature of property owner(s) _____

* If insufficient space, attach additional letters, plans, brochures, etc., as may be required for full explanation; see note (a) following "Required Supporting Material"

03-002

CITY OF TORONTO

Chairman and Members,
Land Use Committee,
c/o City Clerk's Department,
City Hall, Toronto, Ontario M5H 2N2

NOTE: THIRTEEN COPIES OF THIS FORM MUST BE SUBMITTED; PLEASE READ CAREFULLY "REQUIRED SUPPORTING MATERIAL" AND "NOTES" ON FORM 03-001.

APPLICATION FOR AMENDMENT TO THE OFFICIAL PLAN OF THE CITY OF TORONTO PLANNING AREA AND/OR THE ZONING BY-LAW OF THE CITY OF TORONTO

Application Number _____ (Office use only.) Date _____

1. Name of Applicant Government Services, Government of Ontario

Address of Applicant _____ Postal Code: _____ Phone _____

2. Name of Applicant's Solicitor or Agent _____

Address of Solicitor or Agent _____ Postal Code: _____ Phone _____

3. Name of Property Owner Government Services, Government of Ontario

Address of Owner _____ Postal Code: _____ Phone _____

4. Interest of Applicant in Land Owner
(owner, tenant, prospective purchaser or other (specify))

(If prospective purchaser, attach executed copy of Agreement of Purchase and Sale.)

5. Lands included in application 145 Queen Street West

(Municipal numbers or legal description)

6. Description of existing zoning, uses, buildings and structures on above lands * CR L8 U400

Supreme and County Courts 110,630 sq. ft. 7 storeys

7. Existing assessment (before redevelopment) 19

Land: $ _____ Building: $ _____ TOTAL: $ _____

8. Amendments requested*

(a) High density commercial/institutional to permit an FSI of 14.0 (Official Plan)

(b) Site specific by-law to permit an FSI of 14.0 as follows: 8x commercial plus 4.0 commercial entitlement from Old City Hall plus historic bonus from Old City Hall of (Zoning By-Law) 2.0 institutional

9. Reasons for application* To permit consolidation of offices of Attorney General and Agencies, Boards and Commissions of A.G.

10. The development is intended for

☐ rental

☐ condominium

(If a combination of the above, clearly indicate location of each component on submitted plans).

11.

KEY PLAN

Please fill in, showing location of property in relation to surrounding streets and lanes.

12. Signature of applicant or agent _____

13. Signature of property owner(s) _____

* If insufficient space, attach additional letters, plans, brochures, etc., as may be required for full explanation, see note (a) following "Required Supporting Material"

03-002

CITY OF TORONTO

Chairman and Members,
Land Use Committee,
c/o City Clerk's Department,
City Hall, Toronto, Ontario M5H 2N2

NOTE: THIRTEEN COPIES OF THIS FORM MUST BE SUBMITTED; PLEASE READ CAREFULLY "REQUIRED SUPPORTING MATERIAL" AND "NOTES" ON FORM 03-001.

APPLICATION FOR AMENDMENT TO THE OFFICIAL PLAN OF THE CITY OF TORONTO PLANNING AREA AND/OR THE ZONING BY-LAW OF THE CITY OF TORONTO

Application Number _____ (Office use only) Date _____

1 Name of Applicant Government Services, Government of Ontario

Address of Applicant _____ Postal Code: _____ Phone _____

2 Name of Applicant's Solicitor or Agent _____

Address of Solicitor or Agent _____ Postal Code: _____ Phone _____

3. Name of Property Owner Government Services, Government of Ontario & Grand Warwick Hotels Ltd.

Address of Owner _____ Postal Code: _____ Phone _____

4 Interest of Applicant in Land Owner and lessee under 99 year lease
(owner, tenant, prospective purchaser or other (specify)

(If prospective purchaser, attach executed copy of Agreement of Purchase and Sale.)

5. Lands included in application 11 to 31 Centre Avenue and 80 to 94 Chestnut St. Lots 7 to 14 and part of Lots 6 & 15 east side of Centre Avenue & Lots 9 to 13 & part of Lots 6,7,8 & 14 west side of Chestnut Street, R Plan 147
(Municipal numbers or legal description)

6 Description of existing zoning, uses, buildings and structures on above lands Existing zoning: CR L4.5 U480

Disused brick church at 92 & 94 Chestnut St. remaining lands vacant and used for parking

7. Existing assessment (before redevelopment) 19

Land: $_____ Building: $_____ TOTAL: $_____

8. Amendments requested*

(a) High density mixed commercial residential to permit FSI of 9.0 (Official Plan)
Site specific by-law to increase permitted FSI of 7.8 to 9.0 and to

(b) permit the use of provisions of Section 1A.33 to transfer 320,000 of residual institutional density on 361 University Avenue (Zoning By-Law) to this site for a total gfa of 630,000 sq. ft.

9. Reasons for application* Existing permitted institutional density insufficient for required Court House development of 630,000 sq. ft.

10. The development is intended for

[ ] rental

[ ] condominium

(If a combination of the above, clearly indicate location of each component on submitted plans).

11.

KEY PLAN

Please fill in, showing location of property in relation to surrounding streets and lanes.

12. Signature of applicant or agent _____

13 Signature of property owner(s) _____

_____

_____

* If insufficient space, attach additional letters, plans, brochures, etc., as may be required for full explanation, see note (a) following "Required Supporting Material"

03-002

CITY OF TORONTO

Chairman and Members,
Land Use Committee,
c/o City Clerk's Department,
City Hall, Toronto, Ontario M5H 2N2

NOTE: THIRTEEN COPIES OF THIS FORM MUST BE SUBMITTED; PLEASE READ CAREFULLY "REQUIRED SUPPORTING MATERIAL" AND "NOTES" ON FORM 03-001.

APPLICATION FOR AMENDMENT TO THE OFFICIAL PLAN OF THE CITY OF TORONTO PLANNING AREA AND/OR THE ZONING BY-LAW OF THE CITY OF TORONTO

Application Number _____ (Office use only.) Date _____

1. Name of Applicant Government Services, Government of Ontario

Address of Applicant _____ Postal Code: _____ Phone _____

2. Name of Applicant's Solicitor or Agent _____

Address of Solicitor or Agent _____ Postal Code: _____ Phone _____

3. Name of Property Owner Government Services, Government of Ontario

Address of Owner _____ Postal Code: _____ Phone _____

4. Interest of Applicant in Land Owner
(owner, tenant, prospective purchaser or other (specify))

(If prospective purchaser, attach executed copy of Agreement of Purchase and Sale.)

5. Lands included in application 875-901 Bay Street (inclusive)

(Municipal numbers or legal description)

6. Description of existing zoning, uses, buildings and structures on above lands * CR L1 U150
2 buildings listed historic; warehouse building; retail; parking

7. Existing assessment (before redevelopment) 19

Land: $ _____ Building: $ _____ TOTAL: $ _____

8. Amendments requested*

(a) High density mixed commercial/residential permitting FSI of 7.8
(Official Plan)

(b) Site specific by-law to permit residential of FSI at 7.8
(Zoning By-Law)

9. Reasons for application* Residential development consistent with high density residential character of Bay St. to the north of Wellesley and south of College St.

10. The development is intended for

___ rental

_X_ condominium

If a combination of the above, clearly indicate location of each component on submitted plans.

11.

KEY PLAN

Please fill in, showing location of property in relation to surrounding streets and lanes.

12. Signature of applicant or agent _____

13. Signature of property owner(s) _____

* If insufficient space, attach additional letters, plans, brochures, etc., as may be required for full explanation; see note (a) following "Required Supporting Material"

03-002

CITY OF TORONTO

Chairman and Members,
Land Use Committee,
c/o City Clerk's Department,
City Hall, Toronto, Ontario M5H 2N2

NOTE: THIRTEEN COPIES OF THIS FORM MUST BE SUBMITTED; PLEASE READ CAREFULLY "REQUIRED SUPPORTING MATERIAL" AND "NOTES" ON FORM 03-001.

APPLICATION FOR AMENDMENT TO THE OFFICIAL PLAN OF THE CITY OF TORONTO PLANNING AREA AND OR THE ZONING BY-LAW OF THE CITY OF TORONTO

Application Number _____ (Office use only.) Date _____

1 Name of Applicant City of Toronto Non-profit Housing Corp.

Address of Applicant _____ Postal Code: _____ Phone _____

2. Name of Applicant's Solicitor or Agent _____

Address of Solicitor or Agent _____ Postal Code: _____ Phone _____

3 Name of Property Owner Government Services Province of Ontario

Address of Owner _____ Postal Code: _____ Phone _____

4 Interest of Applicant in Land Prospective Purchaser
(owner, tenant, prospective purchaser or other (specify)

(If prospective purchaser, attach executed copy of Agreement of Purchase and Sale.)

5 Lands included in application 17 to 33 Breadalbane St.

(Municipal numbers or legal description)

6. Description of existing zoning, uses, buildings and structures on above lands * CR L1 U150

surface parking

7. Existing assessment (before redevelopment) 19

Land: $ _____ Building: $ _____ TOTAL: $ _____

8. Amendments requested*

(a) High density mixed commercial/residential FSI 7.8
(Official Plan)

(b) Site specific by-law to permit non-profit housing at an FSI of 7.8
(Zoning By-Law)

9. Reasons for application * Current zoning restricts to FSI 2.0

10. The development is intended for

X rental (non-profit)

_____ condominium

(If a combination of the above, clearly indicate location of each component on submitted plans)

11.

KEY PLAN

Please fill in, showing location of property in relation to surrounding streets and lanes.

12. Signature of applicant or agent _____

13 Signature of property owner(s) _____

* If insufficient space, attach additional letters, plans, brochures, etc., as may be required for full explanation, see note (a) following "Required Supporting Material"

03-002

CITY OF TORONTO

Chairman and Members,
Land Use Committee,
c/o City Clerk's Department,
City Hall, Toronto, Ontario M5H 2N2

NOTE: THIRTEEN COPIES OF THIS FORM MUST BE SUBMITTED. PLEASE READ CAREFULLY "REQUIRED SUPPORTING MATERIAL" AND "NOTES" ON FORM 03-001.

APPLICATION FOR AMENDMENT TO THE OFFICIAL PLAN OF THE CITY OF TORONTO PLANNING AREA AND OR THE ZONING BY-LAW OF THE CITY OF TORONTO

Application Number _____ (Office use only.) Date _____

1. Name of Applicant Labour Council Development Federation

Address of Applicant _____ Postal Code: _____ Phone _____

2. Name of Applicant's Solicitor or Agent _____

Address of Solicitor or Agent _____ Postal Code: _____ Phone _____

3. Name of Property Owner Government Services, Credit Union

Address of Owner _____ Postal Code: _____ Phone _____

4. Interest of Applicant in Land Owner and prospective purchaser, jointly
(owner, tenant, prospective purchaser or other (specify))

(If prospective purchaser, attach executed copy of Agreement of Purchase and Sale.)

5. Lands included in application 14 and 18 Grenville Street

(Municipal numbers or legal description)

6. Description of existing zoning, uses, buildings and structures on above lands * CR L2 U150

2 level parking garage; one storey Credit Union building.

7. Existing assessment (before redevelopment) 19

Land: $ _____ Building: $ _____ TOTAL: $ _____

8. Amendments requested*

(a) High density mixed commercial/residential to permit FSI of 7.8
(Official Plan)

(b) Site specific by-law permitting residential at FSI of 7.8
(Zoning By-Law)

9. Reasons for application* Non-profit housing at density in keeping with development immmdiately to south and in Bay St. corridor

10. The development is intended for

[X] rental (non-profit)

[ ] condominium

If a combination of the above, clearly indicate location of each component on submitted plans).

11.

KEY PLAN

Please fill in, showing location of property in relation to surrounding streets and lanes.

12. Signature of applicant or agent _____

13. Signature of property owner(s) _____

* If insufficient space, attach additional letters, plans, brochures, etc., as may be required for full explanation; see note (a) following "Required Supporting Material"

03-002

City of Toronto
COMMITTEE OF ADJUSTMENT

APPLICATION FOR MINOR VARIANCE OR FOR PERMISSION

The undersigned hereby applies to the Committee of Adjustment for the City of Toronto under section 44 of The Planning Act, 1983, for relief, as described in this application, from By-law No. _____

1 Name of Owner: Government Services, Government of Ontario

2 Mailing Address: Postal Code

Telephone (home) (business)

3 Name of Agent (if any)

4 Address: Postal Code

Telephone (home) (business)

5 Names and addresses of any mortgagees, holders of charges or other encumbrancers, please include postal code

6 Nature and extent of relief applied for

Request from relief of provisions of by-law (438-86) dealing with additional dwelling units (5.8.8) limiting residential gross floor area to 4.7 (instead of FSI constant of 5.0 permitted for mixed commercial/residential building) in order to facilitate the development of seniors housing units

7 Why is it not possible to comply with the provisions of the By-law?

Reduction of FSI significantly limits number of seniors units

8 Legal description of subject lands (registered plan number and lot number or other legal description and, where applicable, street and number):

2195 Yonge Street

Lots 6-13, Block 'B', Reg. Plan No. 653

9 Dimensions of lands affected:

Frontage 400.17' Depth 223.91' irreg. Area 1.922 acres Width of Street: 80'

10 Particulars of all buildings on or proposed for the subject lands. (specify ground floor area, gross floor area, number of storeys, width, length, height, etc.):

Existing OHIP Building: 156,000 sq. ft., 10 storey

Proposed Commercial offices: 325,000 sq. ft. - 17 floors; 205' height

Senior Citizen Residential: 125 units; 92,160 sq. ft.; 8 storeys, 75' height

11 Location of all buildings and structures on or proposed for the subject lands, (specify distance from side, rear and front lot lines):

Existing North side yard: 0' setback; rear yard: 0' setback
South side yard: 20' setback; front yard setback: 40'

Proposed

12 Date of acquisition of subject lands:

13 Date of construction of all buildings and structures on subject lands:

14 Existing uses of the subject property: OHIP Offices, surface parking

15 Existing uses of abutting properties: offices, mixed commercial residential

16 Length of time the existing uses of the subject property have continued:

17 Municipal services available (check appropriate box(es)):

☑ Water ☑ Connected ☑ Sanitary Sewers ☑ Connected ☑ Storm Sewers

18 Present Official Plan provisions applying to the land: Regional Commerce Centre

19 Present Restricted Area By-law (Zoning By-law) provisions applying to the land: CR L4 U300

20 Has the owner previously applied for relief in respect of the subject property? ☐ Yes ☐ No

If the answer is "yes," describe briefly

21 Is the subject property the subject of a current application for consent under section 49 of the Planning Act? ☐ Yes ☑ No

Signature of Applicant or Authorized Agent

Dated at the _____ *of* _____ *this* _____ *day of* _____ *19* ____

I, _____ *of the* _____ *of* _____

in the _____ *of* _____

solemnly declare that: All of the above statements are true, and I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me at the

_____ *of* _____

in the
Judicial District of

_____ *this* _____

day of _____ *A.D. 19* ____

_____

A Commissioner etc.

DILLON

Consulting Engineers · Planners
Environmental Scientists

OUR FILE: 1478-01/-02
YOUR FILE

22 September 1987

Ontario Land Corporation
777 Bay Street
16th Floor
Toronto, Ontario
M5G 2E5

Attention: Ms. Naomi A. Faulkner, B.E.S.
Senior Accommodation Planning Analyst
Land Development

OLC Toronto Properties

Dear Sirs:

Enclosed is a draft of our Transportation Overview Report for this project. Copies are also being sent to Messrs. Comay and Jackson.

In this report we have attempted to cover all of the items discussed in earlier meetings. There may however be some outstanding items for which you require additional information. We would be pleased to meet with you and the other members of the team to discuss any questions or disseminate further information.

Should you have any questions about the report, please call.

Yours truly,

M.M. DILLON LIMITED

Paul R Hill

PRH:dcs

Paul R. Hill, P.Eng.
Project Manager

APPENDIX 2

(MTPR REPORT 3)

DRAFT

TRANSPORTATION OVERVIEW
TORONTO PROPERTIES
ONTARIO LAND CORPORATION

by

M.M. DILLON LIMITED
CONSULTING ENGINEERS AND PLANNERS

1478-01/02
22 SEPTEMBER 1987

TABLE OF CONTENTS

		PAGE
1.	INTRODUCTION	1
2.	EVALUATION OF SITES	2
	2.1 2195 Yonge Street	2
	2.2 145 Queen Street	5
	2.3 70 Lombard Street	8
	2.4 90 Harbour Street	10
	2.5 East of Bay	13
	2.6 Armoury/Chestnut	15
	2.7 East Bayfront	18

TRANSPORTATION OVERVIEW
TORONTO PROPERTIES
ONTARIO LAND CORPORATION

1. INTRODUCTION

This overview has been prepared as a result of instructions, and the several discussions with the client, the architect and planner. It is not meant to be an exhausted site evaluation study, but rather a review of the potential of the access considering facilities as they exist today and any constraints for the future. Each site is examined as to accessibility and the ease with which travel to and from the site can be accommodated.

For each site the modal split (% of trips by transit) is listed and the resulting approximate number of parking requirements and trip generations are calculated. This is without regard to the number of parking spaces proposed. In some instances additional parking for the area is desirable and this is covered in the discussion.

The same format is used for each individual site with restrictions to travel/parking being listed in point form followed by a discussion which outlines some of the background information behind the conclusions.

Although site accessibility is discussed, the capacity of the street and transit systems in general have not been addressed. For most of the developments the impact will be greatest on the transit system. This is of concern since no additional transit facilities, other than GO Transit, are

planned for service to the downtown within the foreseeable future. The planned Sheppard subway could add more trips to the Yonge subway line and thus cause overloading. The only major addition to the road system in the area is the proposed Front Street extension. This will not be in place until the early-mid 1990s. Congestion on the road system to and from the west will dramatically increase until that time. The proposed Leslie Street extension has not been looked at as favourably as the proposed Front Street extension. Therefore no timing for that facility is available.

2. EVALUATION OF SITES

Each of the sites is hereafter evaluated with conclusions being drawn as to the transportation accessibility which is currently available and any perceived changes for the future.

2.1 2195 Yonge Street

The proposed uses are Office, Senior Citizens Apartments and Retail

a) Land Use and Transportation characteristics

i) Office: 320,000 ft.^{2} (1165 employees)
Transit Estimate: 60 - 70% (use 70%)
Parking Requirement: 235 spaces
Trip Generation: 0.10 trips/employee (peak hour)
Peak Direction Volume: 120 trips

ii) Senior Citizens Apartments: 260 units
Transit Estimate: 95%+
Parking Requirement: 15 - 20 spaces
Trip Generation: assume negligible in peak hour

iii) Retail: 20,000 ft.^{2}
Parking Requirement: nil
Trip Generation: assume all walk-in traffic

b) Existing Transportation Facilities

i) Transit:
- o Yonge/Eglinton subway station
- o Eglinton Avenue bus routes
- o Avenue Road No. 5 bus route

ii) Roads:
- o Yonge Street, 4 lanes
- o Soudan Avenue, 2 lanes
- o north-south laneway
  - approximately 20 ft. wide Eglinton to Soudan
  - 2-way operation

iii) Access:
- o via laneway to rear of buildings
- o one existing driveway on Yonge Street provides inbound movements plus right turns out only to northbound Yonge

c) Restrictions to Travel/Parking

- o reliance to some extent on narrow laneway which is shared by a number of other offices (on both sides).

- o narrow width of Soudan Avenue: no turning lanes, offset with intersection leg on west side of Yonge Street (Berwick Avenue).

- o p.m. peak period restriction of northbound left turn from laneway to Eglinton westbound.

- o peak period turn restrictions at Yonge/ Eglinton.

- o parking restricted on Yonge Street, Soudan Avenue, and laneway
  - 7 metered parking spaces on east side of Yonge Street for off-peak times (1 hr. limit).

- o transit actuated signal on Yonge Street for transit access roadway located opposite to the approximate centre of parkette in front of proposed seniors complex.

The suggested access arrangement would be to have an access to the laneway as well as to Yonge Street. Egress to Yonge Street is by right turn only and this limits movements to the south. Southbound movements to Yonge could be made through the laneway to Soudan to access Yonge Street. Having said this, the width of Soudan allows only one outbound lane to Yonge Street. This restricts the number of vehicles which

can be processed by the signalized intersection. It may be that all turns at the Yonge-Eglinton intersection are eliminated in the future to improve traffic operations. This would increase the importance of a secondary connection to the laneway.

Parking in this area has been of concern for some time. On-street parking is now allowed on both Yonge and Eglinton but Metropolitan Toronto would like to see this removed in the vicinity of the Yonge-Eglinton intersection. Therefore, additional underground parking in this development, other than for the development itself, would probably be welcomed by all concerned. Although this would add additional traffic to the area, most of the trips from the development would not be in the peak hours. Therefore the effect would probably be minimal.

Consideration was given to having an access opposite the signal which allows the buses to exit to Yonge Street northbound. The spacing of this intersection, although appropriate for buses, would not be sufficient for the traffic which would be generated by this development.

2.2 145 Queen Street West

The proposed uses are Commercial Office/Government Office and Retail

a) Land Use and Transportation Characteristics

i)

Commercial Office:	500,000 ft.^{2}
Government Office:	500,000 ft.^{2}
Total Office:	1,000,000 ft.^{2}
	(3640 employees)

Transit Estimate: 70 - 80% (use 80%)
Parking Requirement: 440 spaces
Trip Generation: 0.06 trips/employee (peak hour)
Peak Direction Volume: 220 trips

ii) Retail: 50,000 ft.^{2}
Parking Requirement: nil
Trip Generation: assume all walk-in traffic

b) Existing Transportation Facilities

i) Transit:
- University/Queen (Osgoode) subway station
- Queen streetcar

ii) Roads:
- Queen Street, 4 lanes
- University Avenue, 8 lanes divided
- York Street, one-way northbound, 2 lane approach to Queen Street
  - 4 lanes marked south of Richmond Street
- Richmond Street, one-way westbound, 4 lanes

iii) Access:
- single access to and from Richmond Street for existing land use
- former driveway to Queen Street chained off and blocked with curb segments (Note: Sheraton Hotel has full access to Queen Street east of York Street)

c) Restrictions to Travel/Parking

- o single access from one-way street
- o one-way streets on two sides of the property
- o turn restrictions at Queen/University intersection prohibiting eastbound and westbound left turns from 7:00 a.m. to 6:00 p.m. and northbound and southbound left turns at all times
- o parking restricted (tow-away zone) on bordering streets, no stopping during peak periods
- o travel from north and west difficult due to one-way streets

The primary concern for this site is the accessibility from the one-way street system. With the present system, traffic from the north and west would have to make a very circuituous routing to get to the site. This could be overcome in one of two ways as follows:

- o Access to Queen Street.
  This could be either a right turn in and out only, or a full access point. The hotel to the east, and the City Hall parking garage both have full access facilities. The City of Toronto uses the presence of the streetcar line as a reason for not wanting direct access to/from this property. However, the accesses from the City Hall parking garage and the hotel do not appear to have a detrimental effect. The constraint to streetcar travel

on Queen is in the Bay-Yonge area rather than to the west.

- York Street two-way.
  York Street could easily be two-way from Queen Street south to Adelaide or Wellington. This would be a positive effect on the accessibility and would also allow the intersection with Queen Street to be signalized. At the present time there is a cross-walk at this location. Signals are not provided primarily due to the width of the street (too wide at its intersection with Queen).

  Given the number of trips anticipated by transit a direct connection to the University subway station is desirable. A preliminary examination of the physical feasibility suggests that it could be done. Having said this, it must be stated that no overture to the TTC has been made. A direct connection the University subway is desirable, in that it could transfer potential trips from the Yonge line to the University line.

  Additional parking, other than that for the site development itself, is desirable in this location due to the current parking deficiency, and the ever disappearing supply in the downtown area. The additional traffic would not have a significant impact on the area street system.

2.3 70 Lombard Street

The proposed use is Co-op Apartments

a) Land Use and Transportation Characteristics

Co-op Apartments: 70 units
Transit Estimate:
Parking Requirement:
Trip Generation:
Peak Direction Volume:

b) Existing Transportation Facilities

i) Transit:
- Queen Street streetcar
- Church Street bus route

ii) Roads:
- Lombard Street, 2 lanes
- Jarvis Street, 4 lanes (5 lanes north of Queen Street)
- Richmond Street, one-way westbound, 4 lanes
- Church Street, 4 lanes

iii) Access:
- a number of driveways exist along Lombard Street
- on-street metered parking provided on both sides of Lombard Street (60 minute limit)

c) Restrictions to Travel/Parking

- no left turn anytime for Lombard Street eastbound to Jarvis Street northbound

- no parking on south side of Richmond Street in vicinity of the subject site

The size of this development means that there will be few additional road or transit trips to/from the development. Therefore one access point could accommodate the development. This could be either to Richmond Street or to Lombard. The Richmond Street access should be as far from Jarvis Street intersection as possible, given the travel speed and road curvature at this location.

2.4 90 Harbour Street

The proposed uses are and Retail

a) Land Use and Transportation Characteristics

i) Commercial Office (2 buildings): 700,000 ft.^{2}
(2,545 employees)
Transit Estimate: 70%
Parking Requirement: 510 spaces
Trip Generation: 0.10 trips/employee (peak hour)
Peak Direction Volume: 255 trips

iii) Retail: 50,000 ft.^{2}
Parking Requirement: nil
Trip Generation: assume all walk-in traffic

b) Existing Transportation Facilities

i) Transit:

- Spadina/Queens Quay bus route
- Bay Street bus route
- future Harbourfront LRT

ii) Roads:

- York Street, 4 lanes
- Harbour Street, one-way eastbound, 3 lanes
- Lakeshore, one-way westbound, 3 lanes

iii) Access:

- Harbour Street
  - left in/left out access to OPP parking
  - drop off/pick up area in front of OPP building
- Lakeshore westbound has in only access (primarily for loading)
- no access to York Street (Metro auto pound to the west has access to York Street)
- no internal connection to Harbour Commission building on adjacent site

c) Restrictions to Travel/Parking

- 2 site frontages bordered by one-way streets
- depending on direction of approach to site, a number of turning movements required to access site
- York Street block between Lakeshore and Harbour Street provides little frontage
- eastbound Harbour Street has full time left turn restriction to York Street northbound

- o all bordering streets are under strict parking control - no stopping anytime

The street pattern in this area will undergo changes in the next several years. Yonge Street will change, in that southbound movements to as far south as Queens Quay will become available. The ramp from southbound Yonge to eastbound Gardiner will disappear.

Another possible change is that the York Street ramp from the Gardiner could be relocated further to the west. Exhibit 8.3 from the Central Bayfront Ramp study attached shows the proposed change. Insofar as this site is concerned, there are positive and negative effects of this change. The positive effect is that it is more likely that an access to York Street would be available. The negative effect would be that access to the site from the ramp via Harbour Street may not be available. This will depend on the signal phasing at the intersection. In order for access from the Gardiner ramp to be available the intersection of the ramp would have to operate on a different phase than Harbour Street eastbound. Otherwise the weave across from the ramp to any access to the subject property could cause operational problems. The present access from Lakeshore westbound may not be available if redevelopment of the property takes place.

With all the activity going on in this area, it is seen that this site could be very difficult from both a road and transit perspective. The major transit facilities are some distance away and would require walking through an inhospitable environment. The road system may have capacity deficiencies in the future and the access to the site will depend in part on what happens elsewhere. A detailed access

study of this site would be required before a definitive statement on access could be made.

It is concluded that in order to make the site attractive, that a pedestrian way to a transit facility or terminal would be required. It may be possible to incorporate this connection with other facilities. However, this has not been studied as part of this overview. Additional parking on site could be of benefit to the overall supply in the area. This would be most particularly true of the Dome Stadium which is not a great distance away. However, the usefulness of any parking on this site will depend on the pedestrian connection.

2.5 East of Bay

The proposed uses are Office, Opera/Ballet, Public Park, Residential

a) Land Use and Transportation Characteristics

i) Office: 500,000 ft.^{2} (1,820 employees)
Transit Estimate: 60 - 70% (use 70%)
Parking Requirement: 365 spaces
Trip Generation: 0.10 trips/employee
Peak Direction Volume: 180 trips

ii) Opera/Ballet: ? seats
Parking Requirement: ne
Trip Generation: assume all in off-peak hours

iii) Public Park:
Parking Requirement: ne
Trip Generation: assume all walk-in traffic

iv) Residential: 665 social housing units
240 condo units

Transit Estimate: ne

Parking Requirement: ne

Trip Generation: ne

Peak Direction Volume: ne

b) Existing Transportation Facilities

i) Transit:

- Yonge/Wellesley subway station
- Bay Street bus route
- Wellesley Street bus route

ii) Roads:

- Wellesley Street, 3 lanes at Bay and Yonge, two in between
- Bay Street, 4 lanes
- Breadalbane, 2 lanes (no signal at Bay Street)
- Grosvenor, 2 lanes (signal at Bay Street)

iii) Access:

- some driveways on Bay Street
- access to rear of properties via laneways
- if Breadalbane diverted via laneway southbound to Grosvenor it would align with exit opposite the existing 2 storey parking garage

c) Restrictions to Travel/Parking

- good access by road to/from the south, west and north, and by transit, no turn restrictions at signalized intersections

- diversion of Breadalbane to Grosvenor may have negative impact on Grosvenor approach to Bay Street - 1 through/left, 1 right with little storage

- parking restricted on south sides of Breadalbane and Grosvenor with metered parking on north side of both streets

- parking restricted during peak periods on Bay Street with no stopping in effect for peak direction, 1 hour parking (metered) at other times on east side

The major feature of this access proposal is the closing of Breadalbane Street to Bay Street. This is not seen to be of concern, provided that the connection to Grosvenor is sufficient in geometry for the movement of trucks to and from the site.

Having said that the access is generally good, there is concern about the possible Opera/Ballet facility with its probably high orientation to Wellesley Street. Wellesley Street has a one-lane eastbound approach at Yonge Street and this could create some difficulty for movements to and from the east. However, Bay Street at times of peak egress would not be overloaded and rerouting of trips could take place.

2.6 Armoury/Chestnut

The proposed use is Courtrooms

a) Land Use and Transportation Characteristics

Courtrooms and Ancillary Facilities: 630,000 ft.
Transit Estimate: ne
Parking Requirement: ne
Trip Generation: ne
Peak Direction Volume: ne

b) Existing Transportation Facilities

i) Transit:
- o University/Dundas (St. Patrick) subway station
- o Dundas Street streetcar

ii) Roads:
- o Chestnut Street, 4 lanes (metered parking on west side)
- o Armoury Street, 4 lanes
- o Centre Avenue, 2 lanes (metered parking on both sides)

iii) Access:
- o access to properties provided by Chestnut Street and Centre Avenue
- o courthouse on south side of Armoury Street has access to underground garage and pick-up/drop off area on Armoury Street

c) Restrictions to Travel/Parking

- o good access via road and transit

- o no turn restrictions at University/Armoury intersection

- o Armoury Street parking restricted full time with some sections of no stopping

- o Chestnut Street has metered parking on the west side during off-peak hours, no parking any time and no stopping in afternoon peak period on east side

- o Centre Avenue is a narrow roadway (approximately 32 ft.) with metered parking on both sides

Access to this area is constrained to the east and sorth because of the City Hall complex (although egress to Bay Street via the service tunnel could be and is now made). Access to University Avenue is good with all movements being permitted at the Armoury/University intersection. Access to the north via Chestnut Street is good, although the activity adjacent to the hotel creates some congestion.

With the increased activity to and from the site, parking would probably have to be restricted to one side of Centre Avenue. With this restriction, this would be the street from which the primary access to the site should be gained. Therefore the public access should be to Centre Street rather than to Chestnut.

The perceived problem with ingress-egress to the City Hall parking facility has been given consideration as part of this study and by others. The difficulty in the operation

of this intersection appears to be a combination of several items as follows:

- vehicles coming out of City Hall from underground and appearing suddenly to drivers on the west and north legs of the intersection

- the arrangement of the intersection being quite broad in its expanse, but constrained by the parking in front of the Holiday Inn, and the angle of approach required to access the service facility behind City Hall.

The City of Toronto is now considering a four-way stop treatment for this intersection. This would be a reasonable treatment providing the maintenance on the ramp from City Hall keeps it clear of snow so that vehicles are not required to stop on a slippery surface on the up grade. It is desirable that the taxi parking at the south end of the Holiday Inn be removed. However, no option for this parking is readily available. It is desirable that there be an underground connection between the courthouses and parking.

2.7 East Bayfront

The proposed uses are the Star, Bank Computer Centre or General Office

a) Land Use and Transportation Characteristics

i) The Star

ii) Bank Computer Centre: 1,000,000 ft.^{2}
(3635 employees)
Transit Estimate: 50 - 60% (use 60%)
Parking Requirement: 1,020 spaces
Trip Generation: 0.14 trips/employee
Peak Direction Volume: 510 trips

iii) General Office: 2,000,000 ft.^{2} (7,275 employees)
Transit Estimate: 50 - 60% (use 60%)
Parking Requiremnt: 2,040 spaces
Trip Generation: 0.14 trips/employee
Peak Direction Volume: 1,020 trips

b) Existing Transportation Facilities

i) Transit:
- Bay Street bus route
- Sherbourn Street bus route

ii) Roads:
- Queens Quay, 4 lanes
- Freeland Street, 2 lanes (approximately 45 ft. road width)
- Cooper Street, 2 lanes (approximately 45 ft. road width)
- Lakeshore Boulevard, one-way, 2 lanes (3rd lane has pavement markings (hatching) to create right turn lanes at Freeland and Cooper Streets, and a drop off/pick up area at main doors of LCBO/LLBO offices)

iii) Access:

- o access to property provided from Freeland, Cooper and Queen Quay

c) Restrictions to Travel/Parking

- o good access via road system, in proximity of Gardiner/Jarvis interchange
- o long walking distance to Union Station, requires bus transfer
- o Queens Quay parking restricted 7 a.m. - 6 p.m. on north side, 24 hours on south side
- o Freeland Street has standing and parking restricted in vicinity of existing loading areas, 1 hour parking during the day in other sections
- o Lakeshore has stopping prohibited full time
- o Cooper Street parking is not restricted on either side except at driveways and intersection approaches
- o Freeland and Cooper intersections with Lakeshore and Queen's Quay are not signalized

At the present time this area enjoys relatively low traffic volumes. This is because the proliferation of office, condominium and hotel developments has not extended east of Yonge Street to any extent. Therefore at the present time accessibility is good from all directions. The proposed

change to the operation of Yonge Street enhances this accessibility from the north. The Gardiner ramps to and from the east are relatively free of traffic.

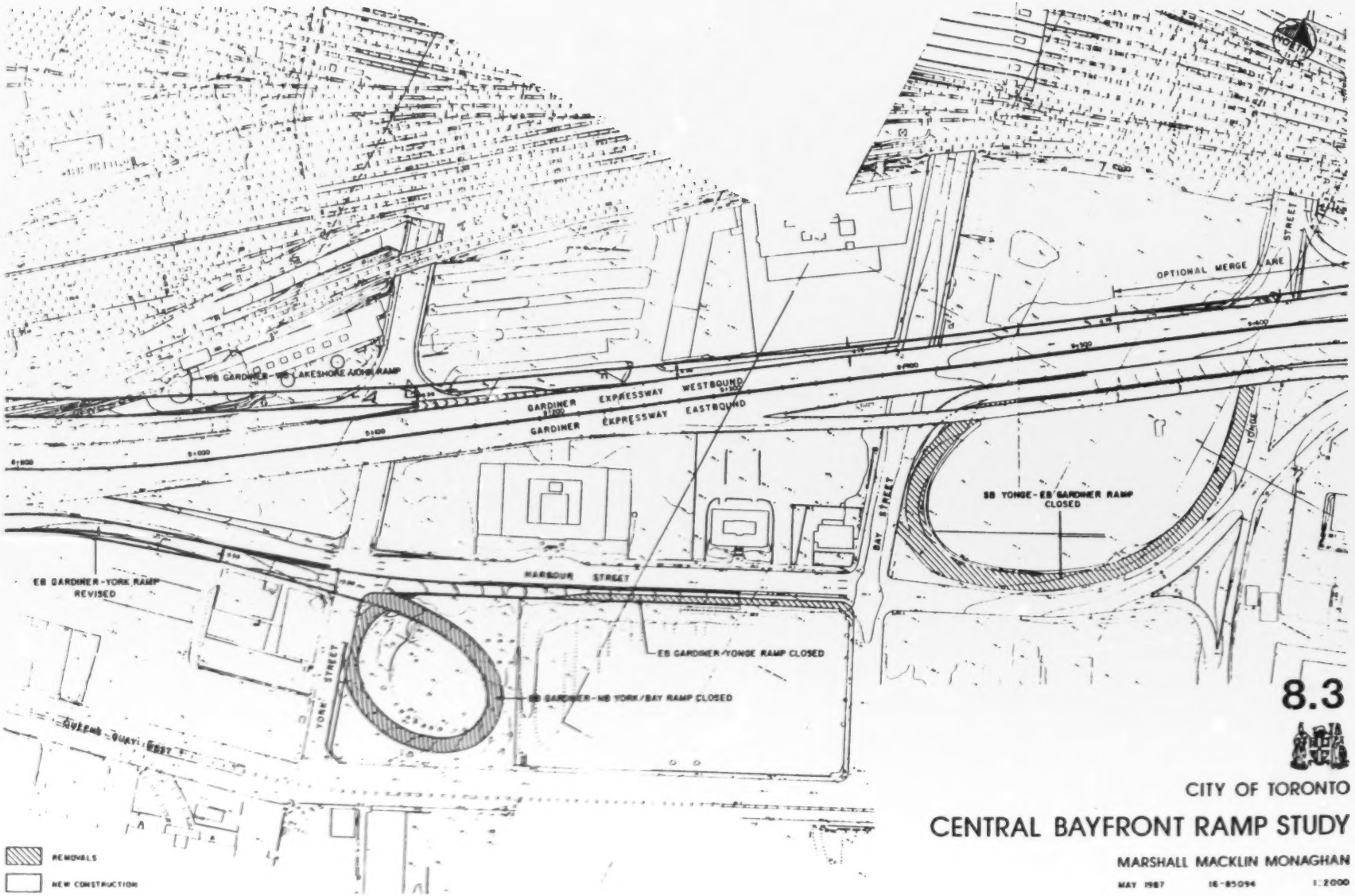
The site is ideally suited for the accommodation of the Star operation, in that truck access at the times of day when the facilities would be required are relatively free of traffic congestion. Access is generally good particularly to and from the east where little or no traffic congestion exists today.

The two other scenarios being considered, 1,000,000 and 2,000,000 sq. ft. of office space respectively, were also analyzed. It is concluded that the 1,000,000 sq. ft. of space would be appropriate but tnat the 2,000,000 may cause excessive transportation demand in the area. This is in part due to the projected 50 to 60% transit (the transit not being convenient be located relative the rapid transit facilities both now and in the future). The road system in the future could be of concern, particularly as it relates for movements to and from the west. Although the Front Street connection will offer a new dimension to the system, its capacity will be used up by the committed developments in the area. It is not known whether the employment on the present site is included in this commitment.

The use to be made of Freeland and Cooper Streets will depend on how the site is developed. Given the spacing of Cooper Street it is ideally situated to have a signal with Queens Quay and therefore should be retained as a major access facility. Access to the Lakeshore Blvd. is via right turns in and out only and Cooper Street provides a better location for this to take place than does Freeland. Whether or not

Freeland or Cooper Street is closed depends on the nature of the development. However, access via the Cooper Street does not necessarily mean that a public road allowance is required insofar as the development of this block in total is concerned.

The access to the LCBO does not present a problem at the present time. This is because of the relatively low volumes on Queens Quay at that location.



8.3

CITY OF TORONTO

CENTRAL BAYFRONT RAMP STUDY

MARSHALL MACKLIN MONAGHAN

MAY 1987 16-85094 1:2000